

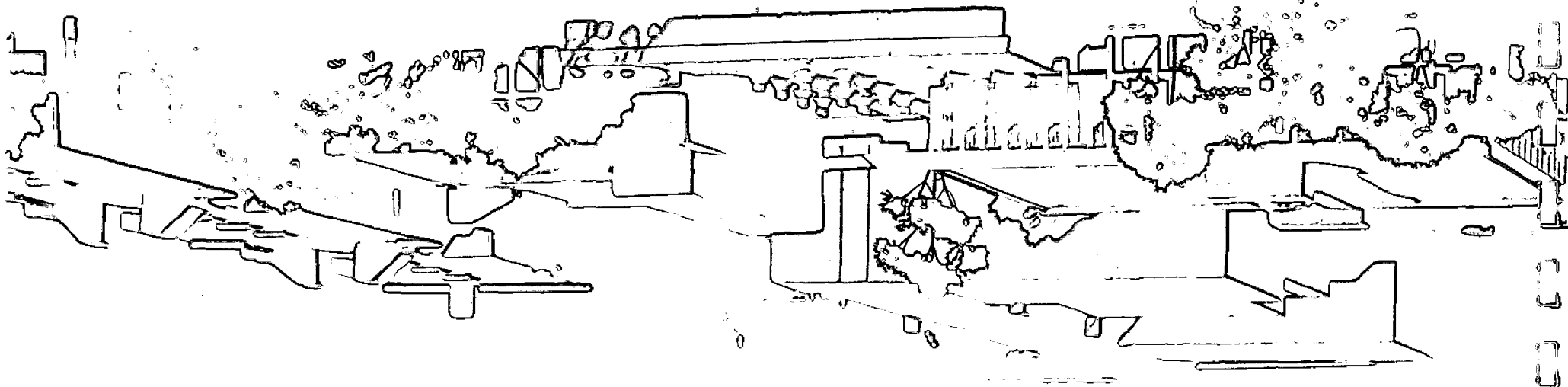
ANNUAL REPORT • 1963

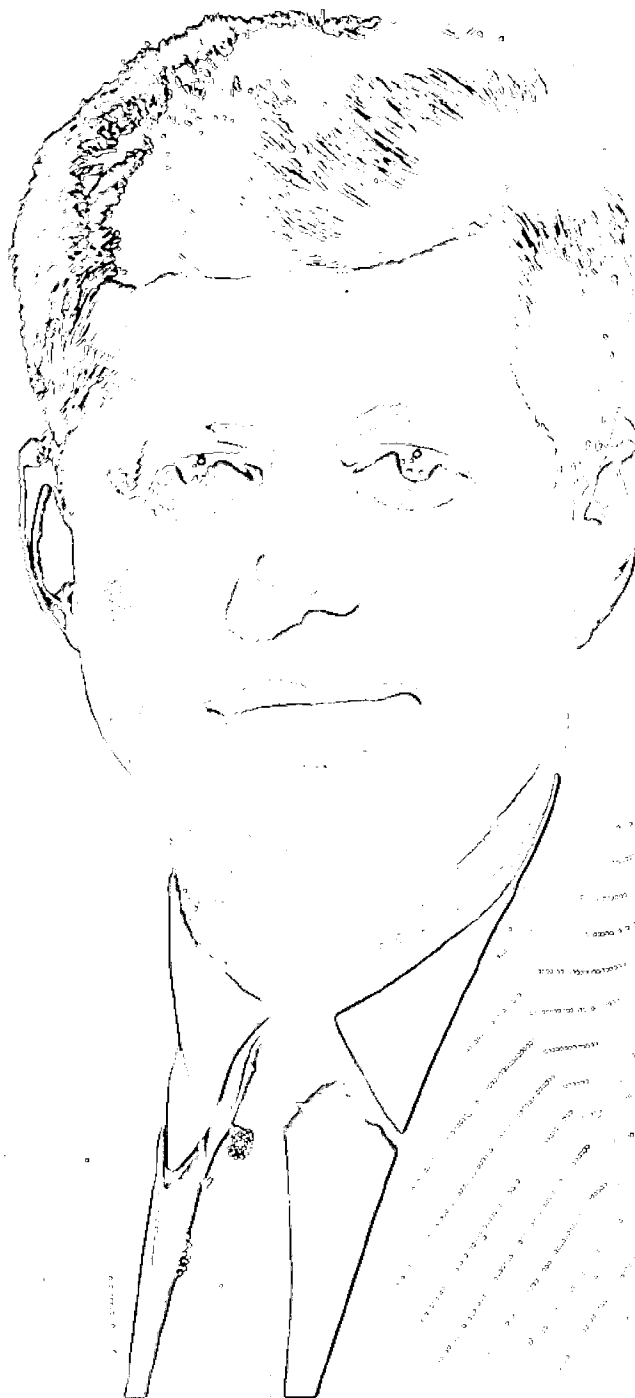
PROVIDENCE REDEVELOPMENT AGENCY

410 Howard Building, Providence 5, Rhode Island

EXHIBIT

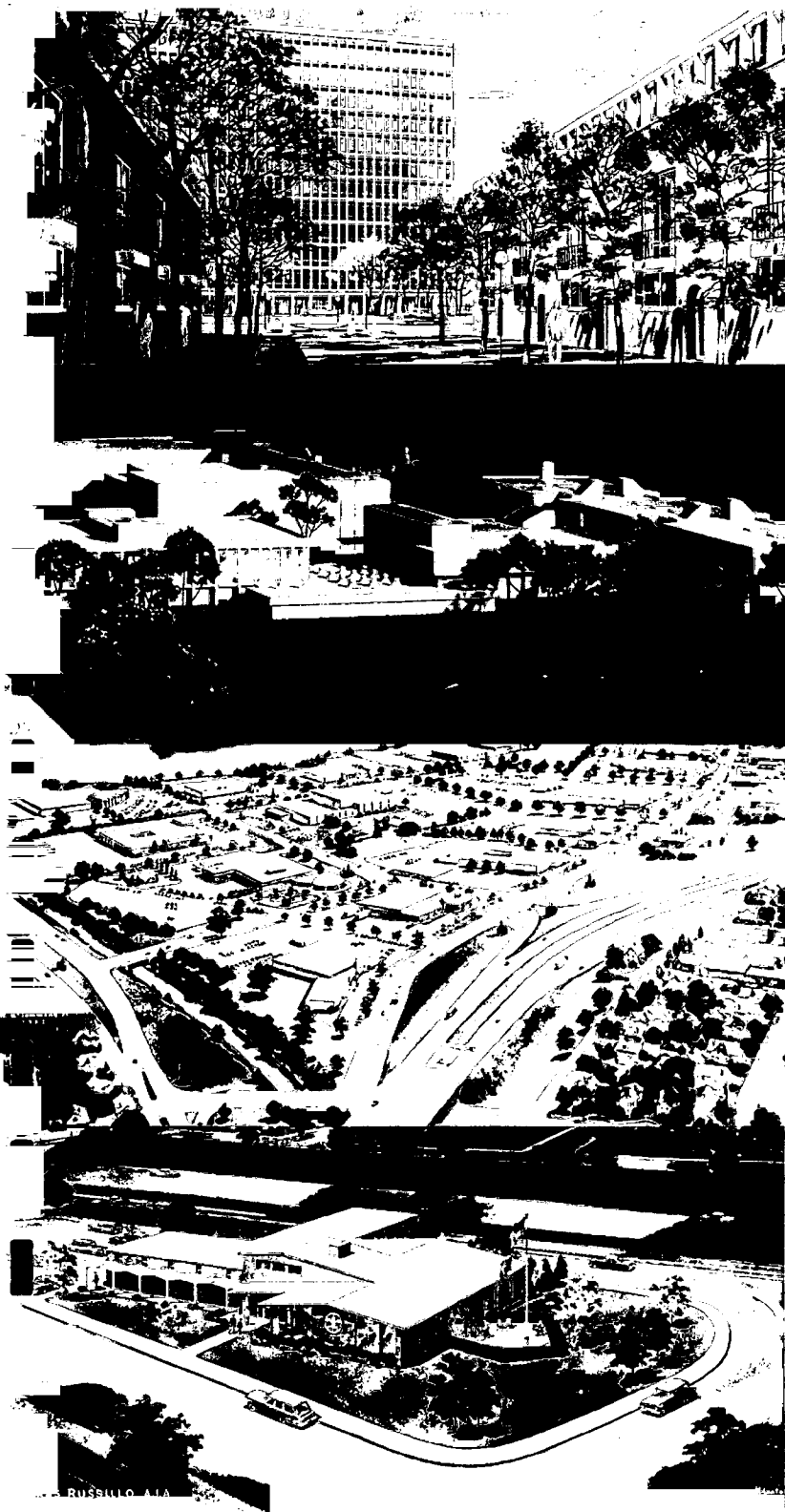
IV





***"This is the side of the hill,
not the top . . . We have made
a beginning — but we have
only begun."***

**John F. Kennedy
"State of the Union" Address
January 14, 1963**



December 31, 1963

The Honorable Walter H. Reynolds
Mayor of Providence
The Honorable City Council
The Citizens of Providence

The Redevelopment Agency is pleased to report to you concerning its activities during the year ending December 31, 1963.

Among highlights of the year 1963 were the following:

- Federal and local approval was granted the Weybosset Hill redevelopment plan and private developers were selected for the project.
- The Providence School Committee chose a design for the Classical-Central Education Center, after an architectural competition. According to Architectural Forum magazine, it was the first such competition for an "education center" set within an urban renewal area anywhere in the United States.
- The first four plants were begun, and two of them almost completed, at Huntington Expressway Industrial Park.
- Construction was begun in the Central-Classical renewal area, for a state headquarters for the Rhode Island Boy Scouts.
- Mayor Reynolds and the Chairman and Executive Director of the Redevelopment Agency participated in special urban renewal hearings conducted by the House of Representatives in Washington, D. C., in October.

The past year was saddened for the Agency by the resignation of one of its original members, Morris S. Waldman, who served as its Vice Chairman for ten of his sixteen years as Commissioner. Mr. Waldman is succeeded by Joseph E. Adelson.

Your cooperation during 1963 and preceding years has been greatly appreciated.

Sincerely,

Edmund M. Mauro

Edmund M. Mauro
Chairman
Providence Redevelopment Agency



The Agency's East Side Project Director, Stanley Bernstein, described Randall Square proposals to officials of social assistance agencies at a meeting in October 1963.

PREFACE

Providence recorded some outstanding advances in its renewal program during 1963 — at Huntington Expressway Industrial Park and in the Weybosset Hill and Central-Classical Projects, for a few examples.

By all indications, the "New Face of Providence" — long discussed and planned — will become a reality much in evidence during 1964 and succeeding years. Construction of private housing within Lippitt Hill is scheduled to begin within the coming year; construction of additional private housing in the Weybosset Hill and Central-Classical renewal areas is also a possibility for 1964, and other innovations, such as the Classical-Central Education Center, should also be in construction in less than two years.

Soon the city's investment in renewal, measured both in terms of public dollars and the personal sacrifices of persons obliged to move from clearance projects, will be producing very apparent and substantial returns.

The temporary reduction of taxable property from the assessment rolls, for instance, soon will be far outweighed as redeveloped areas produce many times their previous return to the city in tax revenue.

West River Industrial Park — a 57-acre area that used to produce about \$30,000 in real estate tax revenue annually before redevelopment — now returns more than \$375,000 a year in total tax revenue.

Other renewal projects will follow this same pattern. A five-fold increase in tax revenue is expected from the Lippitt Hill redevelopment

area; the Huntington Expressway Industrial Park, only about one-third of its land under construction, already produces far more tax revenue than did the entire project area before redevelopment.

Recounting of these statistics is not intended to imply that urban renewal is solely designed to produce more tax income for the city's coffers. That renewal is designed to do far more than this is reflected by Providence's own renewal program, which has consistently sought to satisfy community needs for non-taxable public facilities like schools and playgrounds.

Neither are the references to progress and achievements within the local renewal program meant to imply that all is proceeding entirely without difficulty, in a perfect manner.

Difficulties exist within the renewal program, as they do in any such program of comparable size and complexity. Some of them may be resolved as the national program develops a maturity equal to the complexity of the inherent problems. Others probably can be resolved only after certain changes occur within the economic and social climates of our communities themselves.

The Agency and Providence Family and Business Relocation Service have recently initiated special efforts to solve, or at least mitigate, two outstanding difficulties. These efforts are formalized in two programs that may soon be established by the Urban Renewal Administration as federal requirements for all communities across the country

that encounter these difficulties in renewal projects.

One program is directed at easing the transition that will be imposed on approximately 100 families and individuals of extremely low-income who now live in the Randall Square section, which is currently planned for clearance and redevelopment as part of the East Side renewal project.

Surveys already completed by social workers of the Relocation Agency indicate that Randall Square residents are afflicted by numerous and severe personal problems — concomitants of the state of poverty in which they live.

Essentially, the objective of the Randall Square program is to channel intensive health and welfare services to this section so that the residents can shed some of their problems as they relocate into new neighborhoods.

By directing its attention to Randall Square about 30 months before its scheduled acquisition by the Redevelopment Agency and by assembling available social assistance resources to meet the problems defined by the surveys, the relocation service is exceeding current federal standards and possibly setting patterns for future standards.

The second program is directed to approximately 300 businesses in the downtown Providence area that are scheduled for displacement by the Weybosset Hill redevelopment project. Starting in early 1963 the Agency has attempted to ascertain the particular problems each business will face when it relocates after acquisition of project property by the Agency in Spring of 1964. It has

PREFACE

done so with funds specially authorized by the city council.

In addition, the Agency has assembled an inventory of space that will be available and suitable for the displaced businesses. It is the intention of the Agency that each industrial and commercial concern can be offered several choices of new locations that meet its particular needs.

In this instance, too, the Providence program goes beyond federal requirements. The Weybosset Hill business relocation program may well prefigure more pronounced federal concern for industries and shops that are increasingly dislocated as cities undertake renewal near the central business districts.

It is tremendously important that these two programs succeed. As the Providence Journal editorialized during 1963 concerning the Randall Square program:

"In a \$23,000 pilot project, the service is trying to get information that will lead it to an understanding of social and economic problems of families before relocation. The hope is that problems on Randall Square will not be relocated with the families and individuals. . . . It is no exaggeration to say that upon success of the pilot project rests the future of the relocation service and of urban renewal in Providence."

With community support these two efforts will succeed and so will other difficulties that beset the renewal program be resolved, so that in the very near future the "New Providence" will return increasing dividends to all its citizens.



Table of Contents

| | |
|--------------------------------------|---------|
| (1) Preface | page 4 |
| (2) Projects | |
| In Execution | |
| West River | page 8 |
| Lippitt Hill | page 10 |
| Mashapaug Pond | page 12 |
| Central-Classical | page 14 |
| In Planning | |
| East Side | page 18 |
| Weybosset Hill | page 21 |
| Railroad Relocation | page 24 |
| (3) Industrial Development | page 27 |
| (4) Renewal Services | page 30 |
| (5) Relocation | page 32 |
| (6) Civic Cooperation | page 35 |
| (7) Personnel | page 36 |
| (8) Financial | page 39 |



Two products of completed Providence renewal projects are the Willard Shopping Center (above) and the Edmund W. Flynn Elementary School (below).



PROJECTS IN EXECUTION



De NARDO

Well into construction during 1963 was the new Samsan Company plant at West River.

WEST RIVER

Heralded by Architectural Forum magazine during 1963 as "perhaps the most impressive use of industrial land in urban renewal" in the United States, West River Industrial Park moved close to completion in the past year.

The Redevelopment Agency has been informed by the Urban Renewal Administration that the West River project will be officially recorded as complete on January 21, 1964.

Thus West River will become Providence's fourth completed project — joining the two Willard Center Projects and the Point Street Project, closed out in 1958, 1959 and 1961.

Just two other cities in the United States have completed as many as four urban renewal projects. Providence is the first to do so in URA's Region One (which includes New England and New York).

Operations began in the new rotogravure plant of the Providence Gravure Company

early in the year and the Adolf Meller Company of Providence moved into its new West River plant in May 1963.

In new construction, the Samsan Company, a Providence jewelry manufacturer, broke ground August 8 for a 10,000 square foot plant on Corliss Street in the park. By the end of the year, construction of the building was well underway.

Just two of the fourteen available plant sites remained without construction at the close of 1963.

In one case, the Roger Williams Engraving Company of Providence (now reorganized as Morrow Colorplate, Inc.) decided not to build on the West River site (38,032 square feet) it purchased in December 1962 because its expansion plans require a larger site. Consequently, the company purchased two acres at Huntington Expressway Industrial Park in October 1963 and broke ground for its new plant later that same month.

Morrow Colorplate's site at West River was sold during fall of 1963 to Machine Parts Corporation of Providence, a company scheduled for displacement by the Weybosset Hill redevelopment project. Machine Parts Cor-

poration proposes to build an 8,500 square foot plant on the site.

The remaining site, 121,660 square feet across from the West River automated post office on Corliss Street, was sold to Brite Industries of Providence in November 1962. That company was still completing its construction plans at the end of 1963.

West River Industrial Park continued to bring substantial economic benefits to the city during the past year. According to city tax assessment records, the total value of West River plants and equipment, with two sites undeveloped and a third only partially developed, exceeded eight million dollars at the end of 1963. The Park now returns more than \$375,000 annually in tax revenue to the city; the area before redevelopment returned about \$30,000 a year in real estate property taxes.

Employed at West River at the end of 1963 were about 2,000 workers. It is estimated that full development of the park, including expanded operations projected by companies already located there, will eventually result in the employment of about 2,700 at West River plants. More than 1,000 of these 2,700 will be new jobs.



The proposed Lippitt Hill development by University Heights.

LIPPITT HILL

University Heights, Inc., chosen by the Agency in April 1962 to sponsor the new construction on Lippitt Hill, worked on the development of final construction plans and continued in negotiations with the Federal Housing Administration throughout 1963.

Half of the stock of the University Heights corporation is owned by the Star Market Company of Cambridge, Mass., and the other half by a group of 63 Rhode Island citizens.

The organization proposes a development consisting of a commercial center along North Main Street and a residential community of 480 apartments extending easterly from the commercial center to Camp Street.

According to current plans, 288 of the new units are to be financed through the "Section 220" FHA mortgage insurance program, while the remaining 192 units will be financed through the "Section 221 (d) (3)" program — developed by the FHA to satisfy the housing needs of low-moderate income families.

University Heights plans interspersing of 220 and 221(d)(3) housing within seven "clusters" to achieve social, economic and racial integration in the new Lippitt Hill community. It is believed that this approach is being used for the first time nationally on Lippitt Hill.

Final preparations of the construction site were begun in June under joint agreement between the Redevelopment Agency and University Heights.

In November University Heights paid the

Agency approximately \$76,000 as a 10 per cent down payment toward the purchase of the 32-acre site. Previously the corporation deposited \$38,000 toward the purchase.

It is currently estimated that the total development, including both commercial and residential construction, will require an investment by University Heights of about \$7.5 million.

Construction of housing and the community shopping center are expected to begin by summer 1964.

East of the University Heights construction site are two additional tracts of cleared project land reserved by the Redevelopment Plan for church, school and recreation uses.

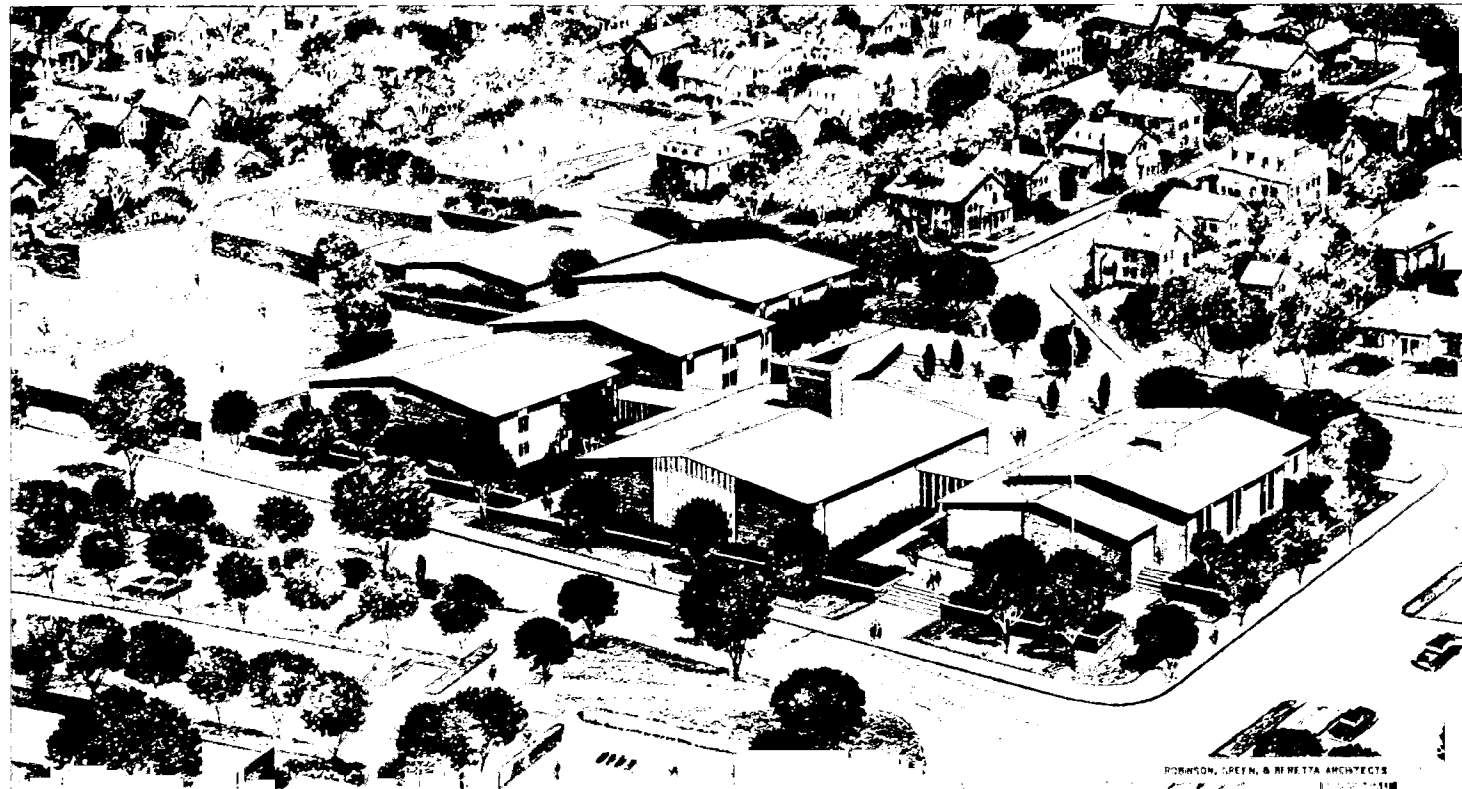
The Olney Street Baptist Church, the first new structure on Lippitt Hill, was dedicated in September at impressive ceremonies attended by numerous community leaders. The

congregation erected the new structure to replace the former church, which was cleared for the project.

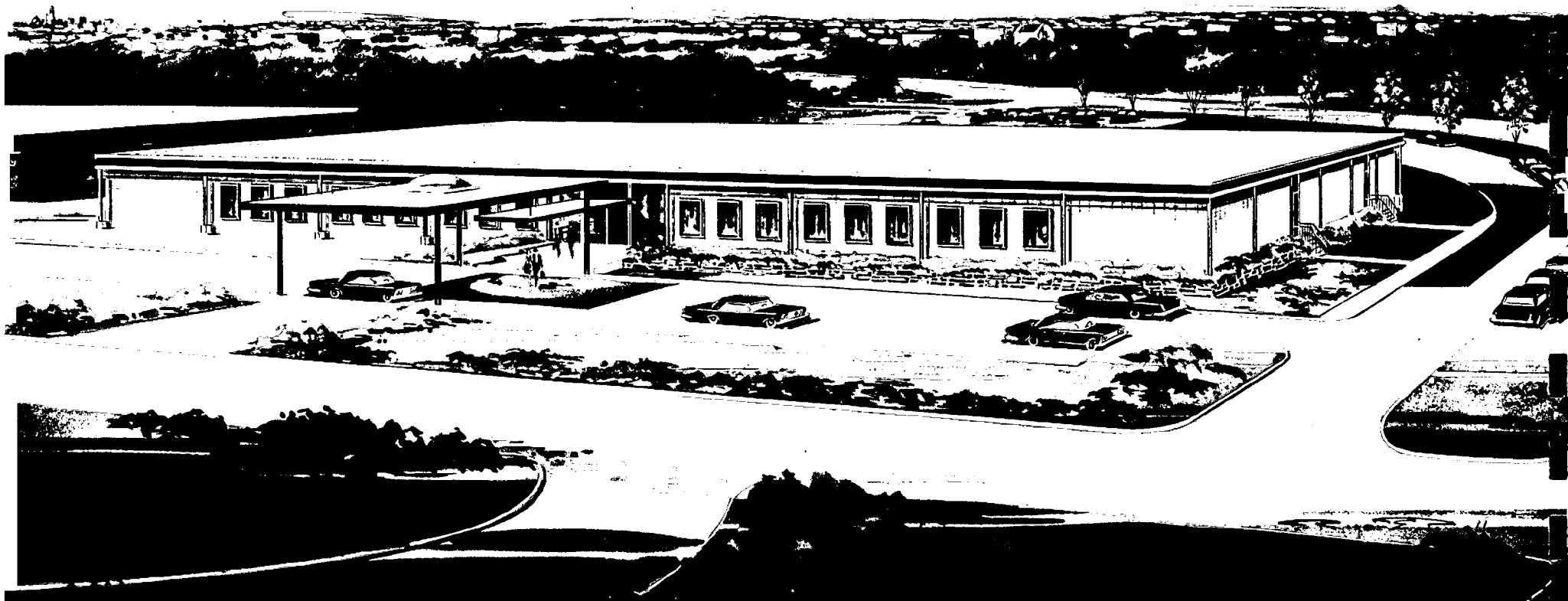
Planning for the new Lippitt Hill elementary school, authorized by Providence voters in a 1962 school bond referendum, attracted lively citizen participation during 1963. Area residents formed an organization called HOPE (Help Our Public Education) to work with the Providence School Department in the development of the best possible program for the school.

Tentative estimates are that construction of the school will start September 1964 and that the school will be in use by January 1966.

Activity during the past year in the rehabilitation section of the Lippitt Hill project is described in the Renewal Services section of the report.



Proposed new Lippitt Hill Elementary School.



Proposed new plant of Morrow Colorplate, Inc.

MASHAPAUG

Perhaps the most intensive industrial construction in Rhode Island during 1963 occurred at the Huntington Expressway Industrial Park, which was created by the Mashapaug Pond redevelopment project.

Within a period of about three months, from April through July, three growing Providence companies — the Providence Wholesale Drug Company, Anson, Inc., and Pak-All Products, Inc. — began plant construction at the Park. Several months later, in October, a

fourth company, Morrow Colorplate, Inc., broke ground for its new structure. (Further details on this construction are given in the report's Industrial Development section.)

Reflecting the rapid development of this industrial center, private construction by these companies was initiated before overall site improvements were completed in early fall.

One aspect of the project site improvements work, done with financial assistance from the State of Rhode Island, was completed during early 1963. This was the widening and resurfacing of Niantic Avenue

and the ramp connecting it with the Huntington Expressway.

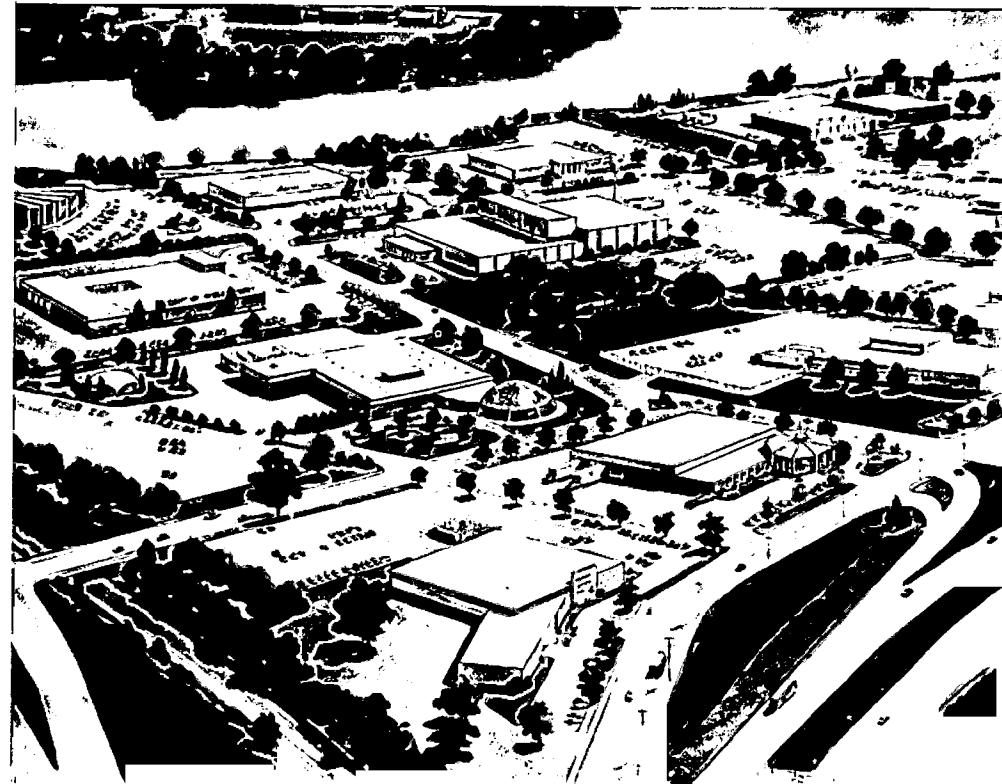
The Mashapaug Pond redevelopment project received a payment of \$337,500 from the federal Area Redevelopment Administration in August, on completion of that site work toward which the grant was directed (construction of a northerly access route to the park, roads within the park and a bridge connecting it to Huntington Avenue).

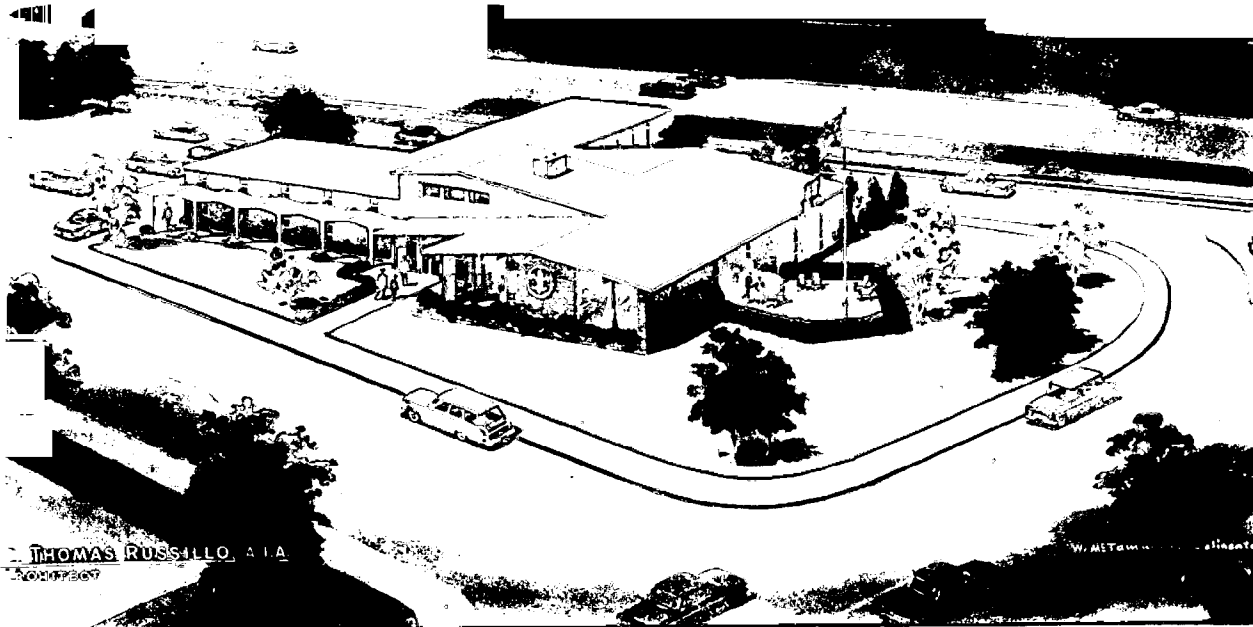
The \$37,500 balance of the \$375,000 ARA grant awarded the city for the project in June 1962 will be given to the city after completion of the final financial audit of the renewal project.

A special kind of "site improvement" program for Huntington Expressway Industrial Park was launched in November, 1963, under the direction of City Forester Joseph Plante and with advisory assistance from Mrs. Elizabeth Sharpe, landscape consultant for Impact, R. I., Inc.; and Ralph J. Hartman, superintendent of city parks.

Approximately 75 trees were planted in November in the median strip along the northerly access route to the park and about 180 additional trees are to be planted within the interior of the park in Spring 1964.

The visual effect of the proposed tree planting in the Park is shown by the artist's conception.





CENTRAL-CLASSICAL

The first new structure in the Central-Classical urban renewal area, a state headquarters for Rhode Island Boy Scout activities, went into construction during 1963.

Ground breaking ceremonies at the Broad Street site, opposite the YMCA, were held October 25 and attended by Governor John H. Chafee; Mayor Walter H. Reynolds; executives of the Narragansett Council, BSA, and Rhode Island Boy Scouts, Inc.; and friends of scouting.

The Scout Center — a single-story, 10,000 square foot structure — will be built on a 50,000 square foot site, of which approximately 22,000 square feet was purchased from the Redevelopment Agency early in 1963 and the remainder from the state.

Construction was well underway by the end of 1963 and the \$260,000 Center is scheduled for completion by July 1964.

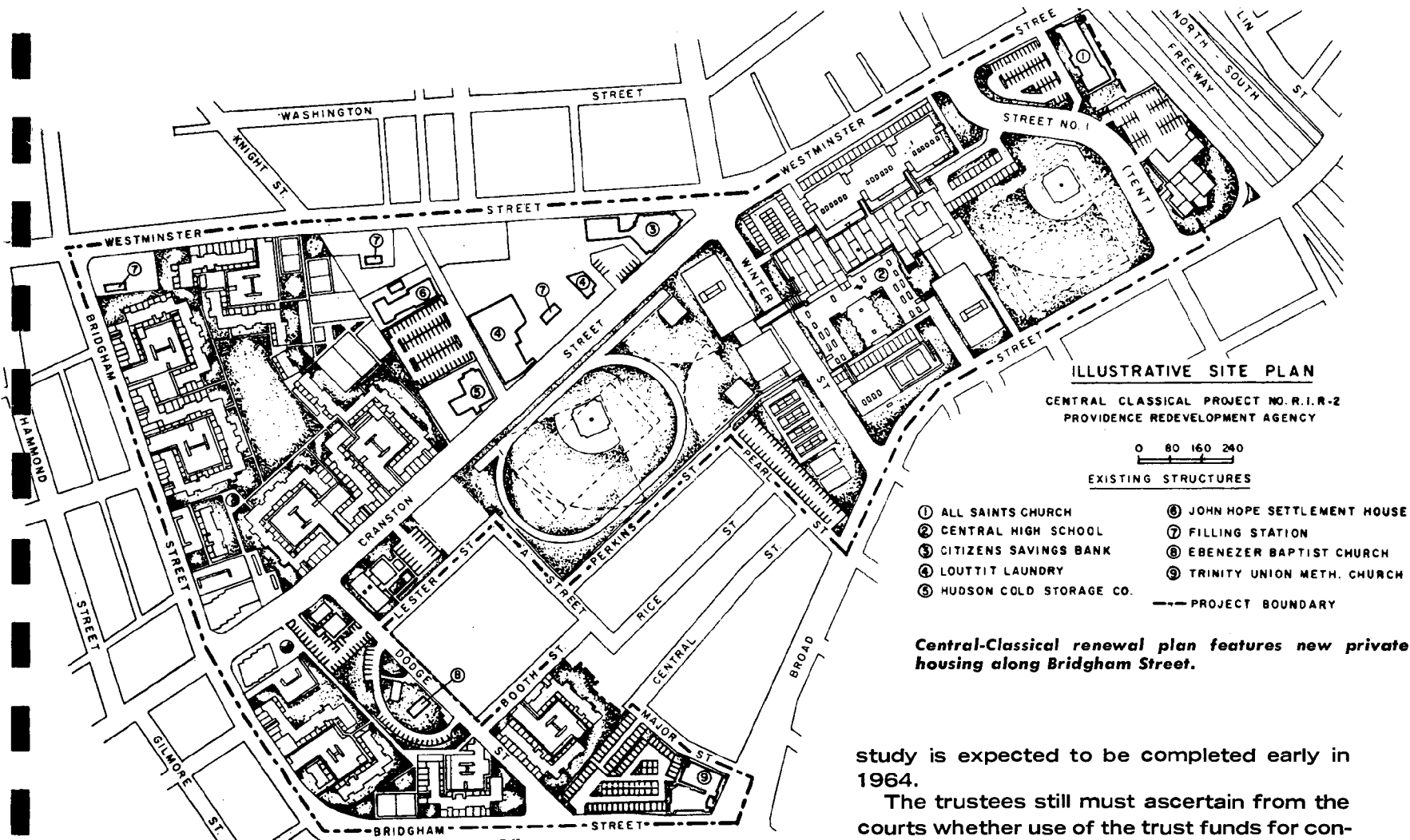
The two major redevelopment proposals for the 67-acre renewal area are low-cost private housing and an \$8.5 million "education center" for which \$7.5 million in funds were authorized in a 1962 school bond referendum.

Planning to implement both these proposals continued throughout the past year.

Trustees of the "Wiggin Fund," which was established about 1880 to provide housing for "the working class people," initiated an architectural study during 1963 to test the feasibility of providing low-cost private housing within this area. About 250-300 units of Section 221(d)(3) housing are proposed in a multi-family development to be situated

The new Boy Scouts Center is scheduled for completion in summer 1964.





ILLUSTRATIVE SITE PLAN

CENTRAL CLASSICAL PROJECT NO. R.I.R.-2
PROVIDENCE REDEVELOPMENT AGENCY

0 80 160 240

EXISTING STRUCTURES

- | | |
|---------------------------|------------------------------|
| ① ALL SAINTS CHURCH | ⑥ JOHN HOPE SETTLEMENT HOUSE |
| ② CENTRAL HIGH SCHOOL | ⑦ FILLING STATION |
| ③ CITIZENS SAVINGS BANK | ⑧ EBENEZER BAPTIST CHURCH |
| ④ LOUITT LAUNDRY | ⑨ TRINITY UNION METH. CHURCH |
| ⑤ HUDSON COLD STORAGE CO. | |
- PROJECT BOUNDARY

Central-Classical renewal plan features new private housing along Bridgman Street.

within approximately 12 acres along Bridgman Street.

To allow the trustees to sponsor this study, the Redevelopment Agency in April 1963 reserved the 12-acre residential sector for use by the Wiggin Trust as a non-profit developer.

The architects engaged by the trustees were still working on the Central-Classical housing program at the end of 1963, making refinements to permit lower rentals. Their

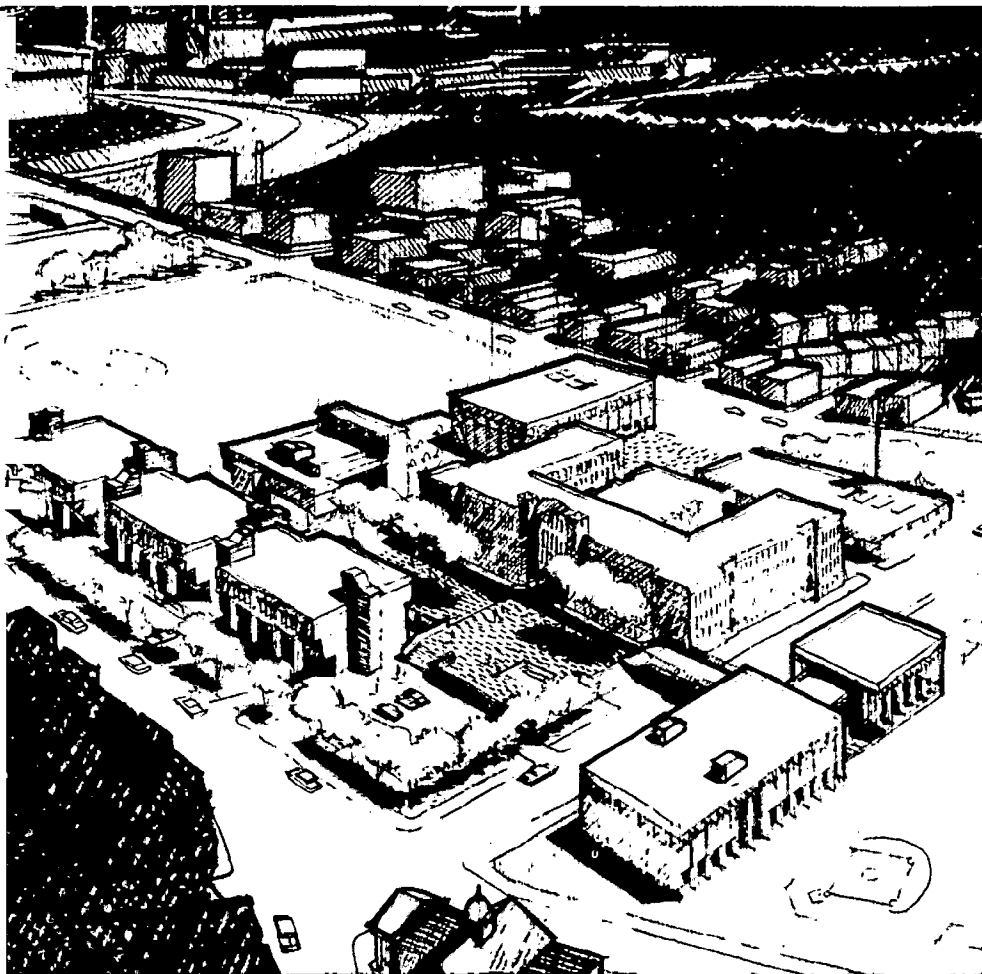
study is expected to be completed early in 1964.

The trustees still must ascertain from the courts whether use of the trust funds for construction of Central-Classical housing is in accord with the will that governs the estate.

If the court rules favorably on this use of the funds, it appears that construction of housing in this area could start late in 1964.

A major highlight of the past year was an architectural competition, officially sanctioned by the American Institute of Architects, that led to the selection of a plan for the "Classical-Central Education Center."

The winner of the \$25,000 first prize was announced at award ceremonies October 22



Sketch of proposed Classical Central Education Center. The new Classical is the T-shaped structure shown at the left of the school complex. The existing Central High School (the E-shaped structure at the right) will remain and will be given an addition.

CENTRAL-CLASSICAL

at the R. I. School of Design and the winning design, developed by the firm of Harkness and Geddes of Providence and The Architects Collaborative of Cambridge, Mass., was sub-

sequently approved by the Providence School Committee.

Professor Walter F. Bogner of the Harvard University School of Design served as Professional Adviser for the competition, which was conducted under the administration of Providence's Superintendent of Public Buildings, R. Einar Soderback.

On the date of the submission of plans, October 7, a total of 18 designs for the center were received. The distinguished panel that judged the entries had the following members:

Pietro Belluschi, Dean of the School of Architecture and Planning at the Massachusetts Institute of Technology.

William Caudill, an architect from Houston, Texas.

Clarence H. Gifford, president of the Rhode Island Hospital Trust Company.

James L. Hanley, superintendent of public schools for Providence.

Alonzo J. Harriman, chairman of the A.I.A. Committee on Schools and Educational Facilities of Auburn, Maine.

Edmund M. Mauro, chairman of the Providence Redevelopment Agency.

Henry L. Wright, a Los Angeles architect, past president of the American Institute of Architects.

Edmund A. Quinn, assistant superintendent of Providence public schools.

It is estimated that the construction of the Education Center will start early in 1965, with completion scheduled for Spring 1967.

Also during 1963, the Agency sold project land to the Citizens Savings Bank and the Hudson Fur Cleaning Company, which are currently situated within the renewal area.

The bank purchased a site of approximately 9,000 square feet off Cranston Street in January and developed the site for cus-

tomor parking. According to current plans, the bank will purchase an additional 34,748 square feet for parking in the project, to compensate for parking space lost when the Agency acquired about 35,000 square feet of bank land for use within the proposed Education Center.

The cleaning company purchased a site of about 13,000 square feet on Cranston and Knight Streets from the Agency in December. The site will be used for the construction of an addition to the company's cold storage plant on Cranston Street, to house fur cleaning and fur storage operations.

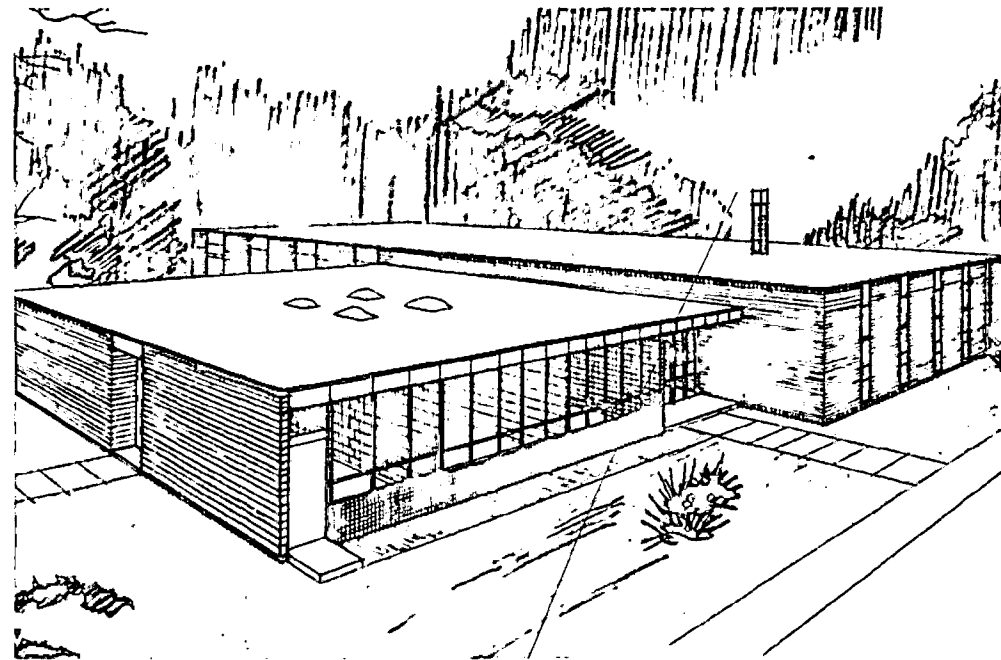
In addition, negotiations were conducted with numerous other prospective purchasers and developers of land within the project. Among these were the Roman Catholic Diocese of Providence, for construction of an Interracial Center; the Church of God and Saints of Christ, for construction of a new edifice; the Ebenezer Baptist Church, All Saints Memorial Church and Trinity Union Methodist Church, which propose to use the land for parking and other service uses; the John Hope Settlement House, for development of service facilities; and the New England Butt Company, for parking.

Site clearance work kept pace with progress in family and business relocation during the past year. Just 30 of the 395 structures acquired by the Agency in January 1962 were remaining to be cleared at the end of 1963, despite delays for various reasons. Among these reasons were the lack of available sites for the disposal of demolition debris and financial difficulties of the project's demolition contractor, who went into receivership during the year.

(The Central-Classical project highlighted the need to find solutions to the city's overall waste disposal problems and, in November,

Mayor Reynolds appointed a special committee to seek these solutions. Among those serving on the committee were the Agency's Executive Director and Research Officer.)

Business relocation neared completion during the year, with just six of 144 project area businesses still on site on December 31. Residential relocation also was virtually completed, with just two families and one individual remaining at year's end, as compared with the 326 families and 490 individuals residing within the project on condemnation day. (See Relocation section for further details.)

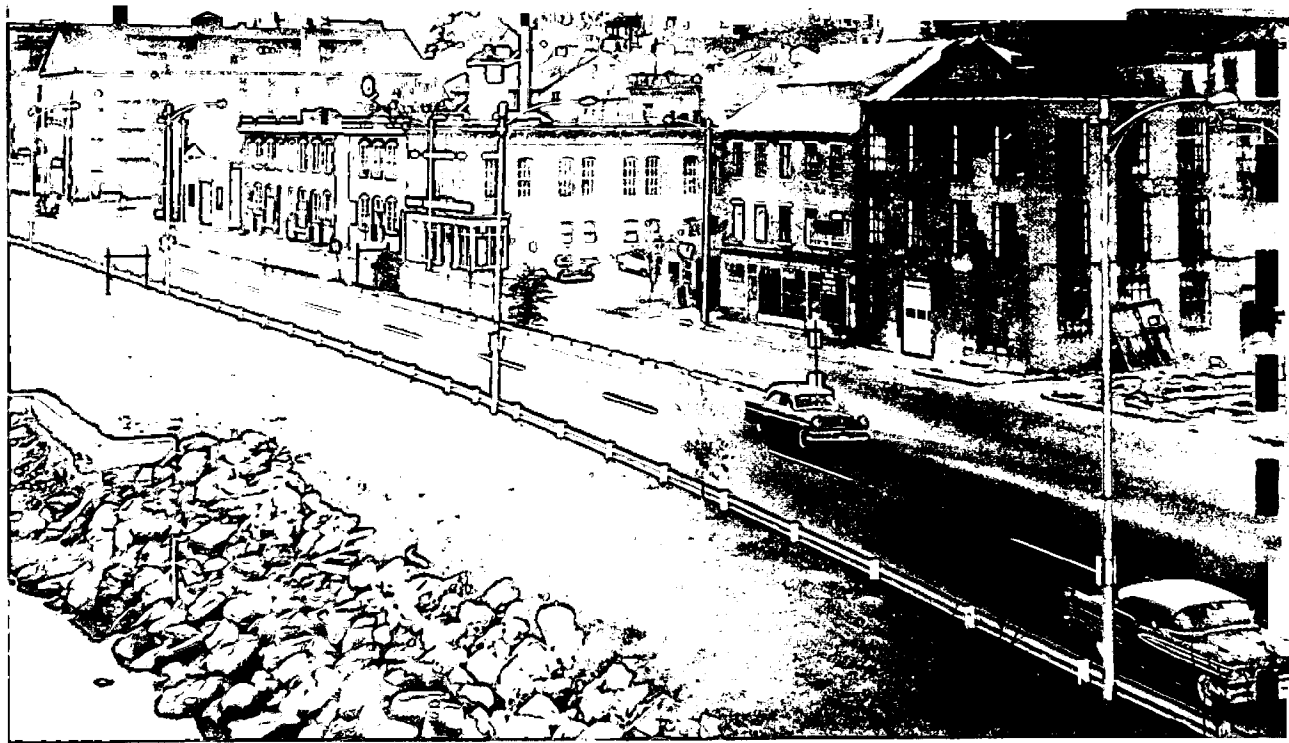


Proposed new Catholic Interracial Center.

PROJECTS IN PLANNING



Historic preservation remained active in the East Side, close to the heart of downtown.



Near historic residences and downtown business, these structures stand in rundown condition along the shore of the Providence River.

EAST SIDE

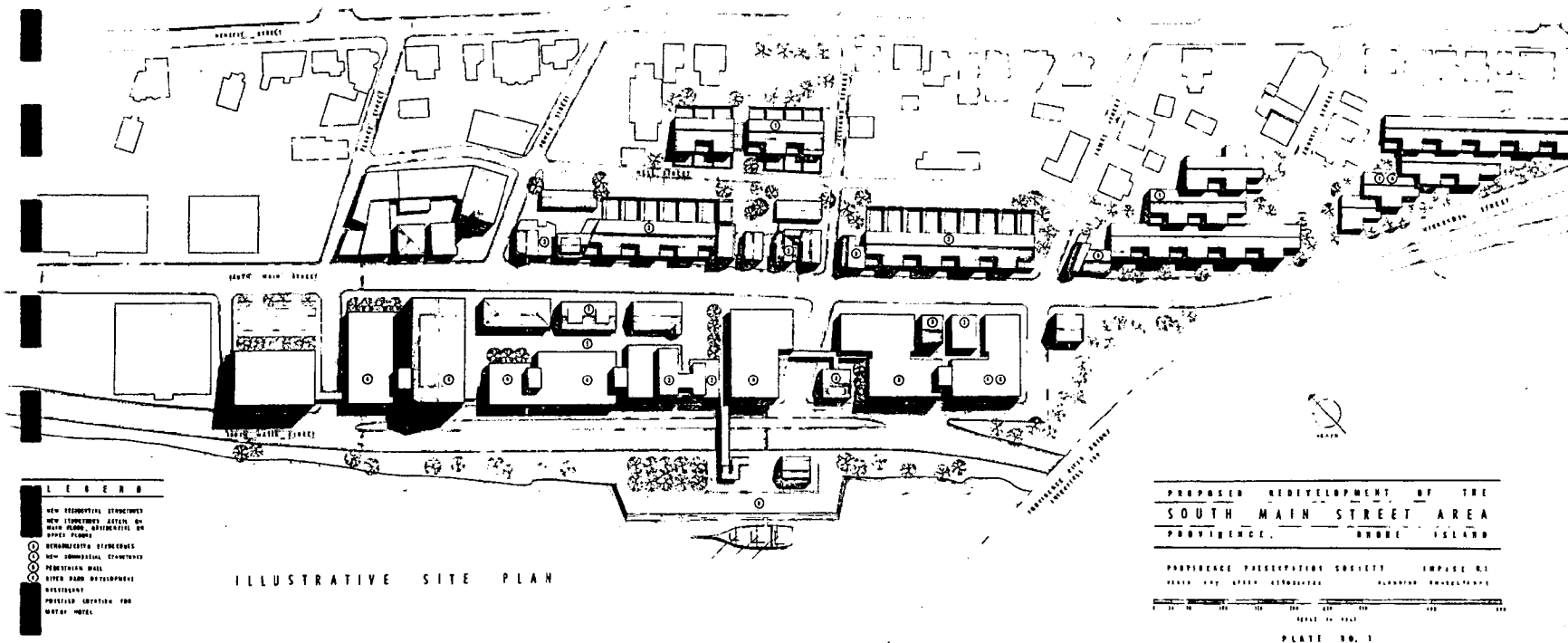
Development of proposals for the Randall Square section of the East Side Renewal area constituted a major part of project planning activity during 1963.

Numerous studies were conducted concerning traffic circulation in Randall Square. These studies are designed to ease the traffic flow through this section, one of the City's major traffic centers, and also to allocate sufficient land in the section for extensive commercial-industrial construction that is planned. These studies were still in progress at the end of 1963 and are scheduled for completion by June 1964. New construction in Randall Square is tentatively scheduled for late 1967.

Also in Randall Square during 1963, a special relocation program was developed for area residents. "Social diagnostic" surveys were begun in February and assistance from numerous private and public welfare agencies had been enlisted before the end of the year toward solution of the problems turned up by the surveys. (For details, see Relocation section of the report.)

Following are other developments in the East Side project during the past year:

- **Benefit Street Restoration** — Significant progress was made by private developers, with the guidance of the Providence Historic District Commission and the Providence Preservation Society, in the restoration of historic homes in this section. By the end of 1963, approximately 75 were



New housing and commercial construction, with some restoration of historic commercial structures, are proposed in this plan developed for the Providence Preservation Society.

restored, as a result of private investment exceeding 1.5 million dollars. Members of the Benefit Street Neighborhood Association from this area suggested planning proposals to the Agency and its planning consultant during the year.

- **Roger Williams National Memorial** — With assistance from the Rhode Island Congressional delegation, the Redevelopment Agency and the Providence Preservation Society contacted the National Park Service on numerous occasions to promote the establishment of a national memorial at the traditional site of Roger Williams Spring, where the founding of Providence Plantations occurred in 1636. Before the end of the year, legislation to designate the memorial had been prepared by the Park

Service and studies were under way to determine the costs of developing the memorial site and maintaining it. The memorial, for which a concept was originally developed by the "College Hill Study" in 1959, would be situated between North Main and Canal Streets.

- **South Main-South Water Streets** — In March publication was given proposals for the renewal of this section, drafted by a private planning consultant under sponsorship of the Preservation Society, with financial assistance from IMPACT, R. I. This renewal plan calls for creation of an arts and crafts and home furnishing center and new private housing, as well as rehabilitation of historic commercial structures in the area. Initiated by the Agency



Fox Point residents have already worked to improve their neighborhood.

EAST SIDE

during 1963 was a program for selection of a private sponsor who would work with Agency planners in developing a renewal plan for the area, and would then implement it.

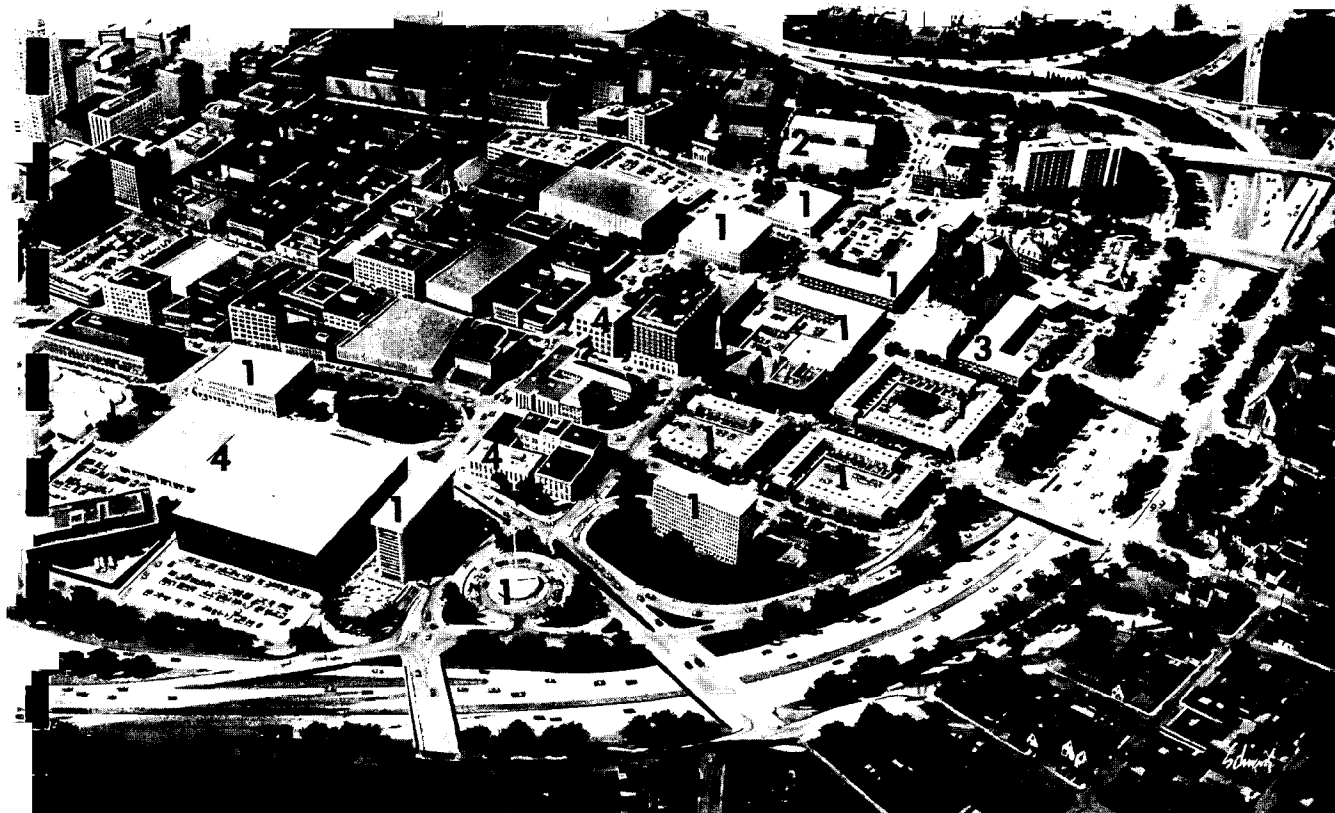
- **Fox Point** — Here, where most of East Side Project residents live, there is proposed an ambitious home improvement program. Beginning in 1962, selected Fox Point homes were measured for rehabilitation needs against two levels of quality

and accompanying studies indicated the cost of improvements needed to attain these two standards. In order to provide the Redevelopment Agency with sufficient information to establish policy on what level of rehabilitation should be enforced in the Fox Point section, a real estate economics consultant was engaged to determine the resulting financial burden and the market value of structures improved to both levels. This analysis was completed during 1963.

- **North Main Street** — Relocation planning began in 1963 to accommodate approximately 20 businesses in this area that would be displaced for proposed new housing and the development of a Roger Williams National Memorial. At present it is proposed that these businesses be relocated into the nearby Randall Square industrial-commercial complex that would be created by the East Side Project.

During 1963 a North Main Street Businessmen's Association was organized for the purpose of establishing a wholesale shopping center in the redeveloped Randall Square. Meetings were held during the year among the Businessmen's Association, the Agency and the Small Business Administration.

It appears that development of the Randall Square complex could be scheduled to permit these concerns to move directly from their North Main Street establishments without suspending business during the period of transition. This was the technique, widely heralded at its implementation in the mid-1950s, that was used in the Agency's Willard Center Unit Two project in South Providence.



Redevelopment of Weybosset Hill will be sponsored by various sources. In the artist's conception of how the area will look after renewal, the new structures numbered 1 are to be built by the Reynolds-Gilbane combine, the one numbered 2 by the Beneficent Congregational Church, the one numbered 3 by the Diocese of Providence and the ones numbered 4 are scheduled to be publicly sponsored.

WEYBOSSET HILL

Goals for the Weybosset Hill Redevelopment Project came much closer to attainment as a result of activities during 1963.

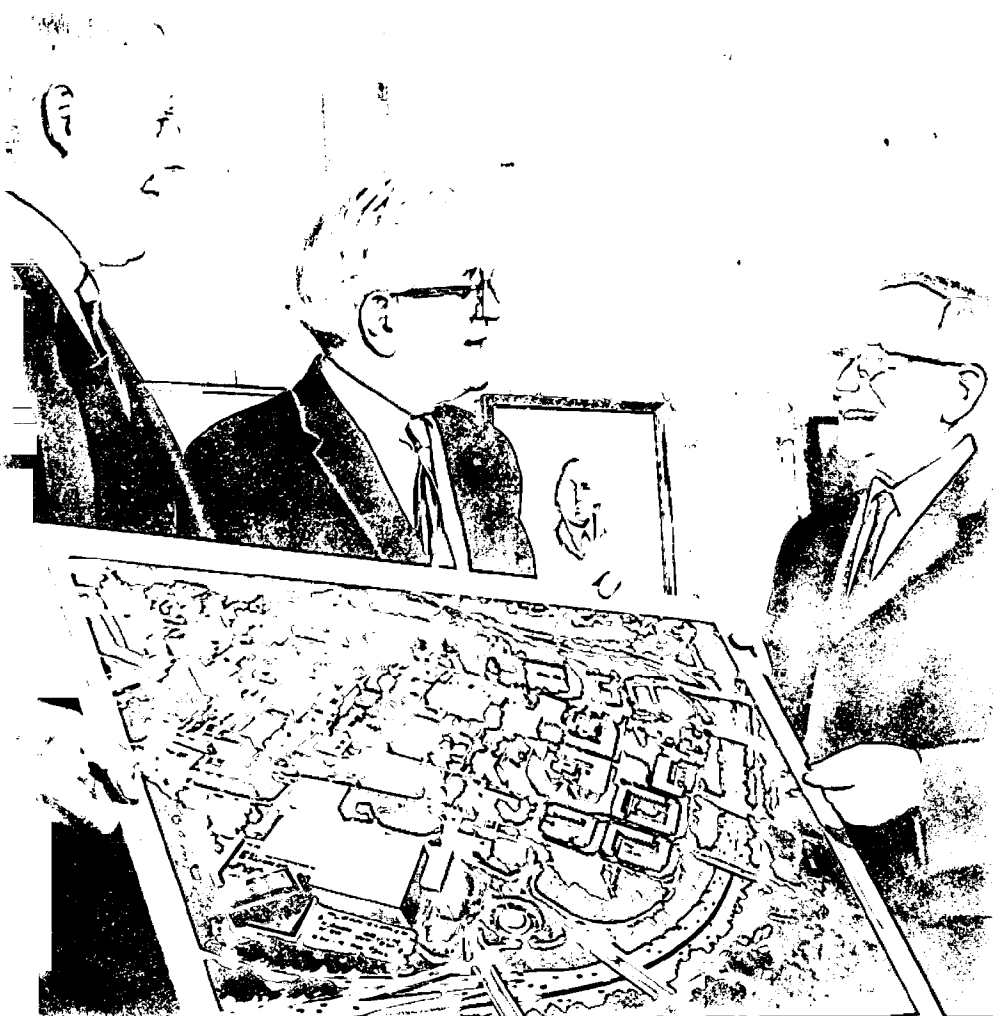
Plans for this 54-acre section of downtown call for construction of the following facilities within the 32 acres proposed for clearance and redevelopment:

- About 600 dwelling units of private housing for sale and rent within various structural types, including elevator apartments and "town houses."
- A multi-story motor hotel, to be constructed next to Interstate Route 95.
- A combination convention center-sports arena, to be situated adjacent to the motor hotel.
- Several office buildings.
- A travelers service center, off Interstate

95, within the motel-convention center complex.

- A "Cathedral Complex" to be developed by the Roman Catholic Diocese of Providence. Facing on a European-style Cathedral Square will be new Diocesan offices and assembly facilities.
- "Beneficent House," an apartment structure to be sponsored by the Beneficent Congregational Church.
- Additions for the central Providence Public Library and the central police and fire station off LaSalle Square.

The 600 dwelling units of the new Weybosset Hill residential community will be distributed among various cultural, religious and public institutions that have long been part of this area. Among these, in addition to the Roman Catholic Cathedral, the Beneficent Congregational Church and the central Provi-



After announcement of selection of sponsors for Weybosset Hill — (left to right) Thomas F. Gilbane, president of the Gilbane Building Company; Mayor Walter H. Reynolds; Agency Chairman Edmund M. Mauro.

WEYBOSSET HILL

dence Public Library are the YWCA and St. Xavier's Academy.

Across the North-South Freeway from the Weybosset Hill housing will be the new Classical-Central Education Center and Bradford House, the proposed new public housing development for the elderly in Federal Hill.

In chronological order, the following major

advances in the progress of the project were made during the past year:

- In February the Redevelopment Agency selected a combination of the Reynolds Metals Development Corporation and the Gilbane Building Company of Providence to sponsor private development on Weybosset Hill. The Reynolds-Gilbane team was among seven firms that sought pre-qualification as sponsors in January.
- In May the Beneficent Congregational Church announced plans to construct a 174-unit apartment house on a project site across Chestnut Street from the Church. The estimated cost of the development is more than two million dollars.
- Also in May the Urban Renewal Administration announced its tentative approval of the Weybosset Hill redevelopment plan, approximately ten months after Part One of the Loan and Grant Application was submitted to URA, in July 1962.
- In September, after a series of meetings with project residents and businessmen, a public hearing on the plan was conducted by the City Council's Committees on Public Works and Ordinances. Subsequently, after report by the Committees, the Council approved the plan.
- In October ground was broken for the Majestic Parking Garage in a block incorporated within the Weybosset Hill project in late 1962. The first new construction in the project, the four-level garage is being sponsored by a non-profit group of citizens called Providence Off-Street Parking, Inc., which will sublease the garage to five downtown stores after completion of construction about mid-1964.

Architectural planning for much of the proposed construction in the 54-acre project



Groundbreaking for Majestic Garage.

progressed during 1963. Continued were design studies for the housing development of the Beneficent Congregational Church and for the Cathedral Complex planned by the Roman Catholic Diocese of Providence. In May, the Reynolds-Gilbane combination announced its hiring of Curtis and Davis and Associated Architects and Engineers, of New York and New Orleans, and that firm was engaged in project design work during 1963.

Completing its second year in the project during 1963 was a low-cost parking lot operated privately, under lease with the Redevelopment Agency, on the site of the former Metropolitan Theatre. The lot is intended to demonstrate a theory of the Greater Providence Chamber of Commerce's Downtown Business Coordinating Council that low-rate parking under a multiple-hour validation plan can attract new shoppers into downtown.

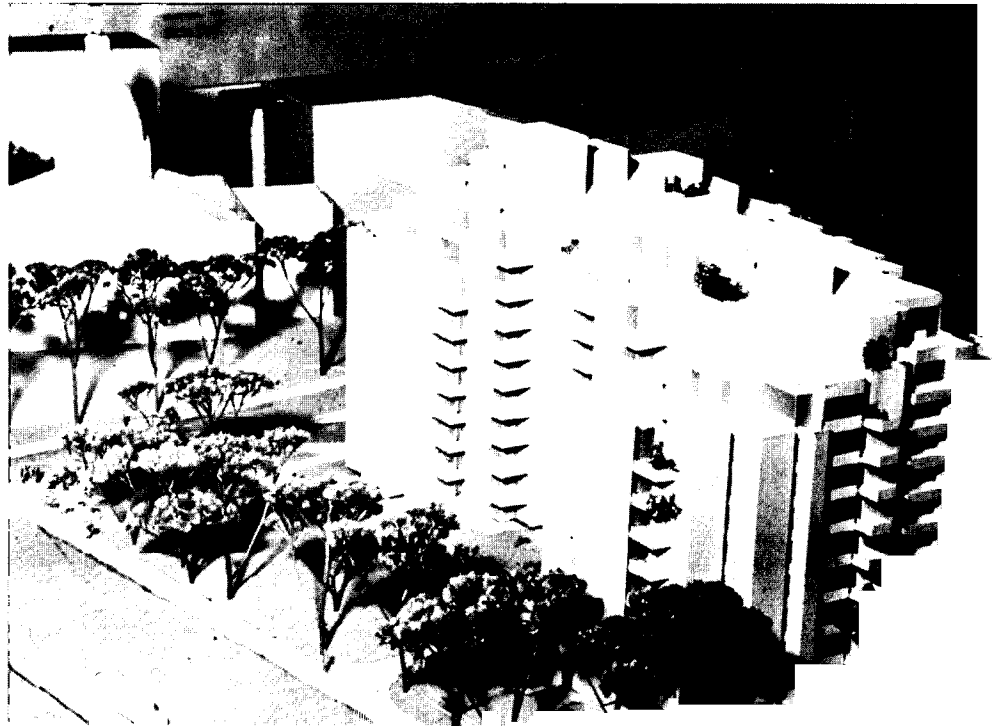
Commenting on the success of the lot, which has been in operation since late 1961, the Downtown Business Coordinating Coun-

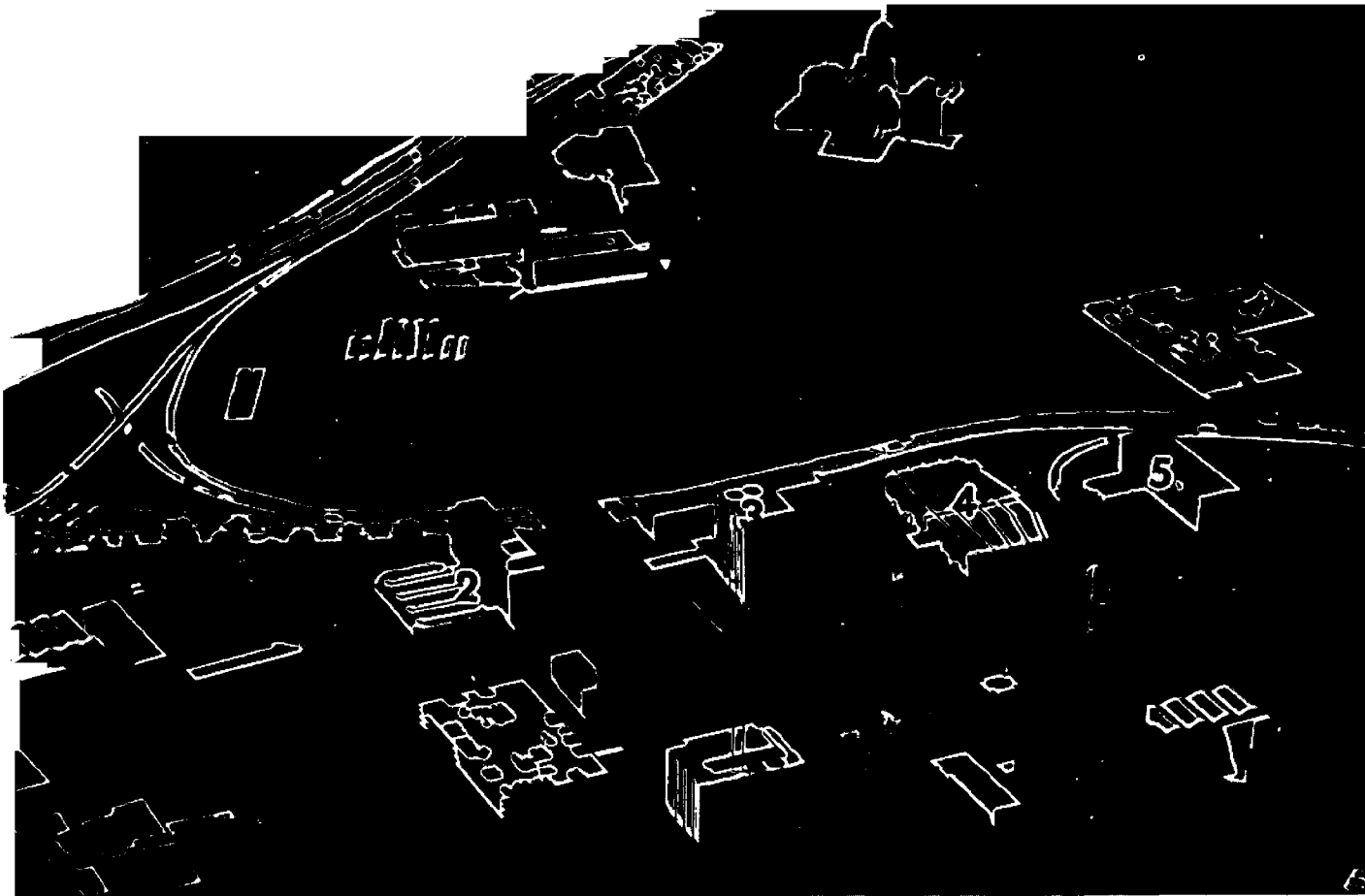
cil stated that the lot has constituted a "big step forward" in solving downtown's parking problems.

Only temporarily in use as a parking lot, the Metropolitan Theatre site is scheduled for construction of the apartment house to be sponsored by the Beneficent Congregational Church when the project moves into execution in 1964.

Progress was made in solving one of the project's most pressing problems when the Agency was authorized by URA to conduct a business relocation program as an eligible project undertaking. A comprehensive program was initiated by the Agency's new Business Relocation Division about one year before the scheduled April 1964 acquisition date. (For details, see Relocation section of the report.)

Proposed Beneficent House to be built by church.





Proposed for this project area by the Downtown Master Plan were (1) a new passenger terminal for the New Haven Railroad, (2) a new hotel, (3) city and state office buildings, (4) a state center for performing arts, and (5) a federal office building. Final plans for the area are still being developed.

RAILROAD RELOCATION

Survey and planning activities continued during 1963 in the Railroad Relocation project, the second major phase — after Weybosset Hill redevelopment — in the implementation of the Downtown Master Plan.

Railroad Relocation involves removal of the current downtown passenger terminal of the New York, New Haven and Hartford Railroad and trackage within the 81-acre project centering on the terminal. It calls for using the land freed by this removal for construction of:

- A new passenger terminal to be constructed by the New Haven on the site currently occupied by the Extension Division of the University of Rhode Island.
- A government Civic Center, consisting of a new City Hall, and new office buildings for state and federal agencies and departments.
- A state center for the performing arts, to be situated within the Civic Center com-

RAILROAD RELOCATION

plex, overlooking an expansion of the existing Mall off Exchange Place.

- A major hotel, to be situated immediately west of the proposed Civic Center, as proposed by the Master Plan.

Progress during 1963 included the following activities:

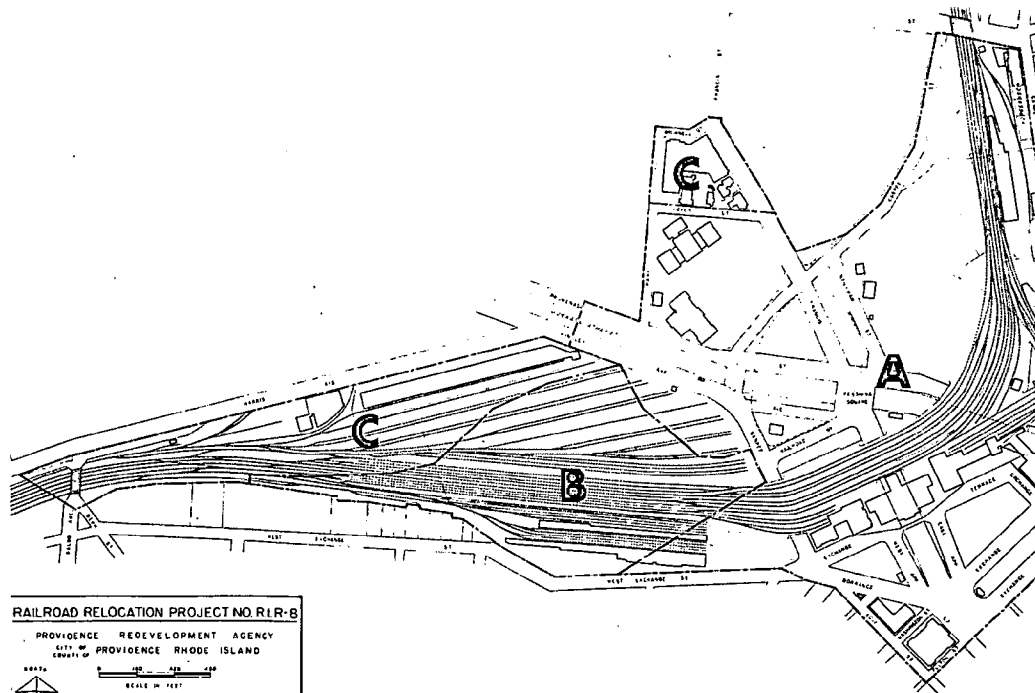
- Appraisals of non-railroad property within the project were completed during 1963. Virtually completed were appraisals of railroad property, owned by three railroads: the New York, New Haven and Hartford, and the Boston and Providence, which are involved in federal bankruptcy proceedings; and the Providence and Worcester. Both the Providence and Worcester and the Boston and Providence are inoperative.

The appraisals covered both property within the urban renewal project and property needed for construction of the proposed multi-level "reverse turbine" interchange of Interstate 95. Appraisals of railroad property were done by consultants under joint contract between the State Department of Public Works and the Redevelopment Agency.

- Preliminary title searches on property to be taken for the renewal project and the highway were partially completed during 1963. As in the case of the appraisals, this work is being done by a consultant

under joint contract between the State Department of Public Works and the Agency.

- A preliminary land use and marketability study was prepared, based on the Master Plan proposal.
- Preliminary studies were undertaken to determine the space requirements for the three buildings proposed for the Civic Center, as well as for the new railroad passenger terminal.
- The Agency communicated with various community cultural leaders during 1963 concerning the construction of the performing arts center. (The City Plan Commission in December published a feasibility study that gave \$4 million as a "target estimate" of the cost of building the center.)
- The Board of Directors of State Colleges announced in December that the proposed University of Rhode Island "educational center," including new quarters for the Extension Division, will be located outside the Railroad Relocation Project area because of certain policy decisions and anticipated land requirements of 50 to 100 acres, far more than could be afforded within the downtown area.
- Steps were taken by the Redevelopment Agency to (1) enlarge the project area from the present 81-acre study area to approximately 119 acres to encompass all



Map of Railroad Relocation project shows proposed addition of approximately 40 acres to the project area. Section A is the original 81-acre area, while Sections B and C are the additions.

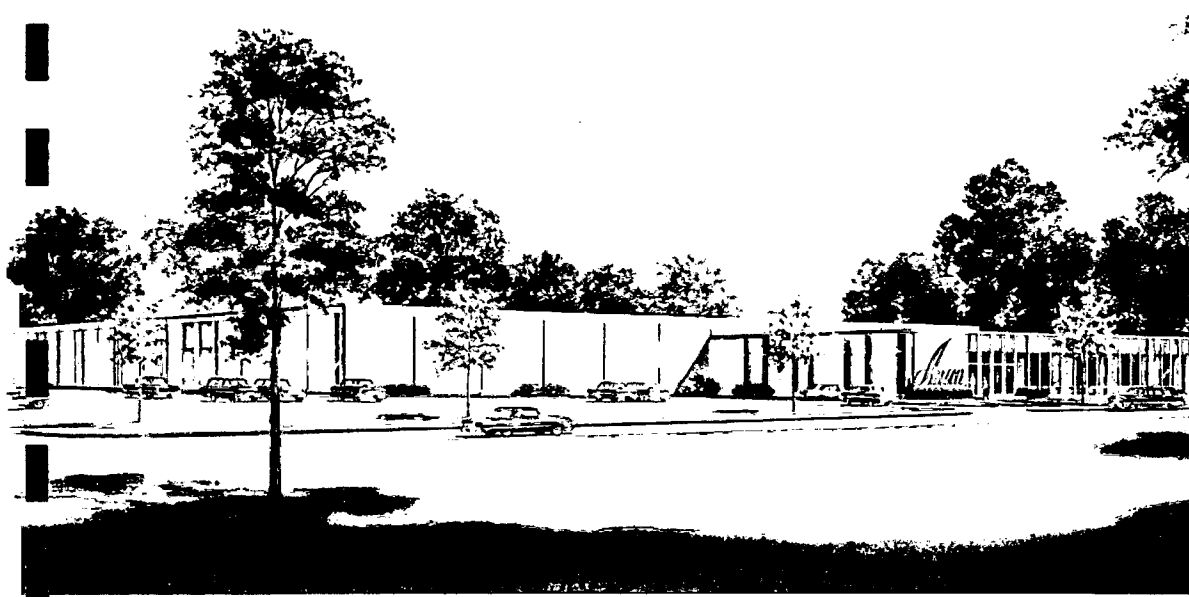
RAILROAD RELOCATION

areas directly affected by the project (2) obtain an additional \$321,837 in survey and planning funds from the Urban Renewal Administration (bringing the total advance amount to \$754,813) and (3) to extend the survey and planning period an additional year, through October 1964.

- Actual construction of Interstate 95 within the project area was underway during the past year, including preparation of an abutment to carry the freeway over the Woonasquatucket River next to the URI Extension Division quarters.
- Organized in July at the suggestion of the Redevelopment Agency was a Special Railroad Relocation Committee to expedite the project. Present at the organizational meeting were Governor John H. Chafee, Mayor Walter H. Reynolds of

Providence and Mayor Lawrence McCarthy of Pawtucket; Mr. T. Dawson Brown, chairman of the Projects Committee of IMPACT, R. I., Inc.; Edmund M. Mauro, chairman of the Redevelopment Agency; and other state and city officials. The committee was established to produce all possible communication and coordination among the various parties with special interests in the project.

- A hydrological engineering survey was continued to determine what type of conduit should be used to contain portions of the Moshassuck and Woonasquatucket Rivers, which flow through the project area. The Downtown Providence 1970 report proposes decking over the rivers to allow construction of certain project facilities, including the new railroad passenger terminal.



Anson Incorporated partially moved into its new plant at Huntington Expressway Industrial Park during the past year.



The new Providence Wholesale Drug Company plant (above), begun and nearly completed in 1963.

INDUSTRIAL DEVELOPMENT

1963 was a banner year for Huntington Expressway Industrial Park.

Starting in April, four companies started plant construction at the Park, where site improvements were still underway until September.

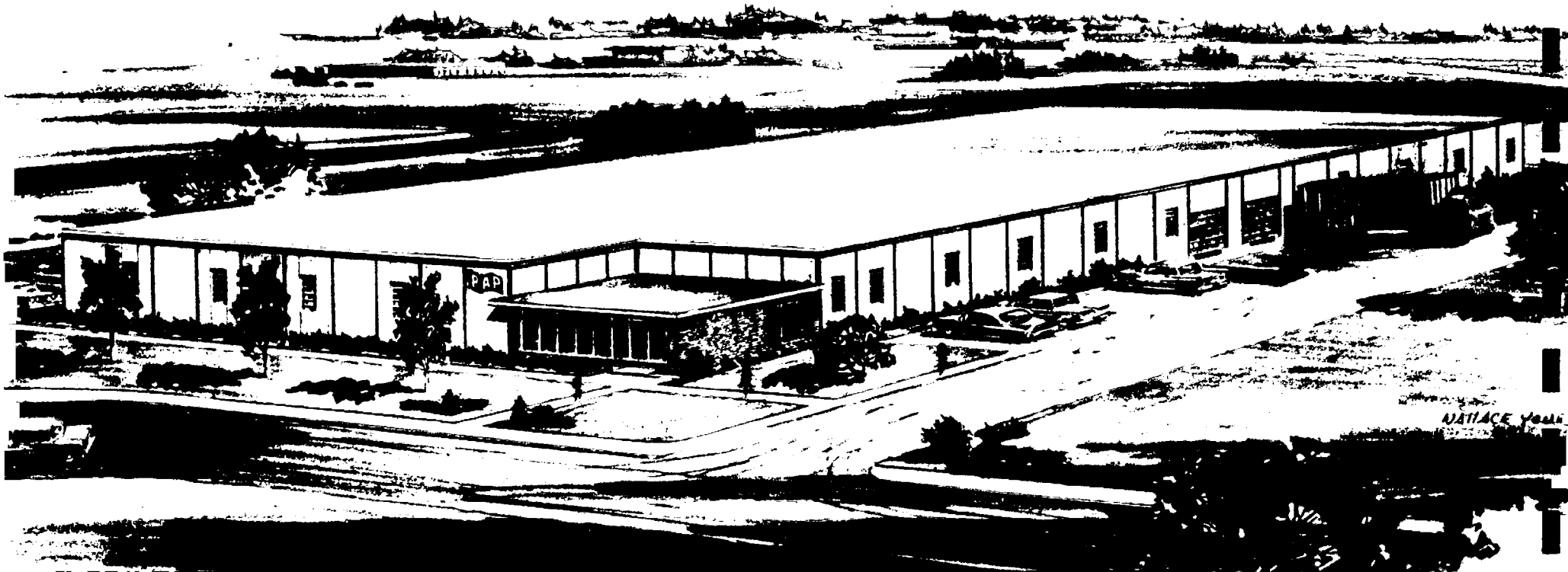
By the end of the year two of the plants, the Providence Wholesale Drug Company and Anson Incorporated, were nearly ready for occupancy.

The other two, Pak-All Products, Inc., and Morrow Colorplate, Inc., had their plants well into construction.

All four of these plants are scheduled to be in full use by May 1964.

Altogether, almost 30 of the industrial park's 95 acres were under construction by the end of the year. The total building area of the four plants was 315,600 square feet. They ranged in size from the Providence Wholesale Drug Company's 132,000 square foot structure to the 20,000 square foot plant of Morrow Colorplate, Inc.

Building costs for the four plants are estimated at more than \$2.8 million. Construction of these four plants is expected to result



Almost completed during 1963 was this modern plant for Pak-All Products, Inc.

INDUSTRIAL DEVELOPMENT

in the following benefits for the economy of the Providence area:

- These four plants — occupying less than 30 per cent of the total Park land — will return about \$100,000 in annual tax revenue to the city, based on their projections. All property within the entire Mashapaug Pond project area returned only about \$45,000 a year before redevelopment. Also, since the \$100,000 figure does not fully allow for machinery and equipment in these four plants, it must be considered conservative.
- Again, according to company projections,

these four industrial concerns anticipate increasing their employment from a total of 845, the figure at their old plants, to a total of more than 1,600 at their new Park facilities. The Huntington employment figure is based on expansion planned by these companies over the next five years.

- Significant diversification is scheduled by three of the four initial companies in the Park. The Providence Wholesale Drug Company plans to start manufacturing pharmaceuticals, as well as to continue warehousing operations, in its plant. Anson Incorporated, a noted international jewelry manufacturer, has announced tentative plans to extensively broaden its currently modest electronics operation, which involves production of radio and television

components. Pak-All Products, Inc., plans to move into lamination processing.

The Redevelopment Agency continued promotion of Huntington Expressway Industrial Park during 1963, while also attending to its responsibility for city-wide industrial development activities. The staff assisted hundreds of local concerns, helping some to find new and expanded quarters, offering services and information regarding labor, plant financing, new markets and related subjects.

While performing its duties, the Agency staff attempted to maintain close personal contact with local industries, as well as with local realtors, and Chamber of Commerce and banking officials, who frequently lend valuable assistance.

Meanwhile, West River Industrial Park — begun some five years before its larger counterpart off Huntington Expressway — approached the last stage of its development during 1963 (see West River section of the report), and Randall Square, proposed for redevelopment as the city's third industrial center, was still in the planning stage (see section on East Side Renewal project).

More urban renewal honors

The City of Providence, long a leader in urban renewal, has won a new distinction in the field by becoming the first city in the New York-New England region to close out its fourth redevelopment project. The honor came with the official listing of the West River Industrial Park Project as completed.

The 57-acre park has been described by the magazine, *Architectural Forum*, as "perhaps the most impressive use of industrial land in urban renewal" in the United States. A busy industrial center has replaced the sprawl of rundown homes and the decaying neighborhood which once occupied the site.

Now, 10 new plants and two others planned will raise to \$8,000,000 the investment in new industrial facilities there. An area that had produced only \$40,000 in taxes while costing the city heavily for municipal services now is producing \$375,000 in tax revenue, a figure that will increase as the two remaining firms open.

Years of time and unmeasurable human effort went into the planning of the development. Homes were razed to make the site available to industry, and the displaced grumbled understandably. Then the land lay vacant while the Providence Redevelopment Agency patiently went at the job of disposing of the vacant land.

There is a far greater return to

the city, of course, than in tax revenue. Substantial plants are anchored firmly in the city's economic structure; new companies that might have located outside the city were induced to locate here; old companies stayed inside the city rather than flee to the suburbs.

The success of this, the fourth redevelopment project, strengthens the hope that succeeding projects will be as successfully managed. The tool of urban renewal which sprang out of the post-World War II years has proven itself of great benefit to the community willing to take the risks and assume the chores that go with redevelopment.

Urban renewal has come a long way from the days when it began and ended with the redevelopment of former slum land. Today, redevelopment is only one weapon in the arsenal of renewal which an older city has at its command to revitalize its whole structure, from decaying neighborhoods to changing downtowns.

But West River demonstrates that redevelopment can be used effectively if there is skilled management, as exists here with the agency, and strong non-partisan support by all hands in the city's political, social and economic sectors, as also exists happily in Providence. Redevelopment isn't a planner's dream; it's hard-headed self-help.

Providence Journal editorial on West River's completion.



Howell Street play area

The two proposed "demonstration houses" in the Lippitt Hill rehabilitation area.

RENEWAL SERVICES

Providence laid the groundwork during 1963 for a special demonstration of home improvement techniques in the rehabilitation section of the Lippitt Hill urban renewal project.

During the year the Redevelopment Agency negotiated voluntary purchases of two adjacent residential structures that are intended to serve as "demonstration homes" — "how to do it" laboratories for instructing Lippitt Hill residents in rehabilitation methods.

Both houses are situated on Doyle Avenue, within the renewal project area. Both are in substandard condition.

To implement this special demonstration program, a third substandard structure — situated in a rear-lot location behind the other two residences — was acquired by the Agency through negotiations for the purpose of clearance.

At the end of 1963 two of the houses were still fully occupied and their residents were

being given assistance by the Providence Family and Business Relocation Service. The two families in the third house had by the end of the year moved into much better housing, in one instance public housing and in the other, private housing at a reduced rental.

Owner-occupancy of houses continues to be very predominant in Lippitt Hill, as might be expected of an increasingly well-maintained neighborhood undergoing a fairly concentrated program of housing code enforcement.

As the time approaches for the construction of the University Heights development on the adjoining clearance site, the economic feasibility of substantial rehabilitation for many of the houses within the renewal area has become increasingly apparent to both their owners and prospective purchasers.

While some violations of the minimum housing code still remain in the project area, there have been only a few cases of deliberate non-cooperation shown by the owners and tenants of the 82 houses in the area. Unfortunately, however, these few cases have seriously retarded home improvement progress in neighboring properties.

During the past year several of the neighborhood leaders diverted time and energy away from their roles in the Lippitt Hill Area Rehabilitation Association and toward involvement in planning for the new Lippitt Hill Elementary School and related civic activities. By the end of the year it seemed likely that the functions of the Association might ultimately

be reabsorbed within the East Side Neighborhood Council, which has maintained an active interest in the project.

Several significant accomplishments were achieved during the past year through Association leadership:

- Plans were made for planting additional trees between the sidewalks and streets within the renewal area and for replacing some trees planted several years ago that have not developed successfully.
- A temporary play space for young children was created by the city's Recreation Director along Howell Street. Provided with a variety of year-round equipment, this immediately became an attraction to most of the neighborhood children. Eventually, this temporary play area will be replaced by permanent recreational facilities adjacent to the new Lippitt Hill school to be built in the same general location.
- A "clean-up" campaign in spring 1963 had full cooperation from the Association and all residents of the renewal area.
- The Association's officers continued their valuable efforts to assure that proper design standards will be incorporated in the parking lot being developed for Carrington Avenue residents. As in previous years, the rehabilitation area continued to show definite and persistent improvement within the houses and gradual change for the better in the exterior environment for good living.



Curious??
FOR SALE
Jordan Kirshenbaum
WI.4-0929

RELOCATION

Relocation problems of residents and businesses displaced for urban renewal projects — perhaps the most critical difficulty facing urban renewal nationally — were given close attention in Providence during 1963, as more satisfactory solutions were sought.

Continuing to direct the Agency's relocation program was the Providence Family and Business Relocation Service. Assisting that agency in the relocation of businesses displaced by renewal projects — in particular, the Central-Classical and Weybosset Hill projects — was the Revelopment Agency's new Business Relocation Division.

An innovation in the city's residential relocation program was initiated in March 1963 in the Randall Square section of the East Side project. Some 30 months before the currently scheduled condemnation date of October 1965, a special diagnostic study was undertaken by the Relocation Service to determine which social problems in the area most need attention.

Prepared with the assistance of the R. I. Council of Community Services, the study is to be the foundation for an "action" program in which numerous public and private social assistance agencies are to participate.

Among other things, the survey indicated

that more than half the households in Randall Square operate on a yearly income of less than \$3,000 and 35 per cent of them on less than \$2,000 a year. Also indicated was that, despite these depressed conditions, about 60 per cent of the area residents have never been in touch with these health and welfare agencies.

The essential purpose of the Randall Square relocation program is to help the area's residents — more than half of them Negro — solve as many of their problems as possible before they are obliged to move for the redevelopment project.

Made possible by a special URA ruling that qualifies its cost for federal financial participation, the Randall Square "social relocation" program is a pioneer in the establishment of a new trend throughout the United States.

Another significant development in the city's relocation program was its continued special attention to the complex problems facing elderly persons who are displaced. The Relocation Service's specialist in this field, appointed back in 1961, handled approximately 150 cases during 1963.

In recognition of its efforts in this regard, the Relocation Service received a \$35,000 grant from the Ford Foundation in December

1963. The purpose of the grant is to finance a two-year study to develop improved techniques for providing services to elderly persons displaced by public projects. Sponsoring the study are the National Association of Housing and Redevelopment Officials and the Institute of Urban Affairs of the University of Pennsylvania.

Relocation of residents within the Central-Classical redevelopment project, which dominated 1962 activities of the Relocation Service, was virtually completed during the past year (see section on the Central-Classical project).

The Redevelopment Agency's newly established Business Relocation Division directed its attention to two projects during the past year.

In the Central-Classical redevelopment area, acquired by the Redevelopment Agency in January 1962, just six businesses of an original total of 144 were remaining on project sites. According to a year-end report of the Agency, more than 80 per cent of the affected businesses relocated successfully. The report stated that just 16, or eleven per cent, of the firms have gone out of business as a direct result of displacement by the Central-Classical project. So far, 97 of the

RELOCATION

138 that left the project area have reestablished in business elsewhere in Providence, while 21 others moved their businesses to other Rhode Island communities.

In the downtown Weybosset Hill project, where condemnation is scheduled for Spring 1964, the Redevelopment Agency initiated a special program of relocation assistance for businesses to be displaced by the project. In March 1963 URA authorized the Redevelopment Agency to undertake a survey to determine the relocation needs of the approximately 300 businesses that are scheduled for project acquisition. The cost of the survey, budgeted at close to \$16,000, will be considered an eligible project expense, to be shared by the federal government. On completion of the survey, the second part of the special program was begun in late 1963 — the compilation of a list of industrial and commercial space.

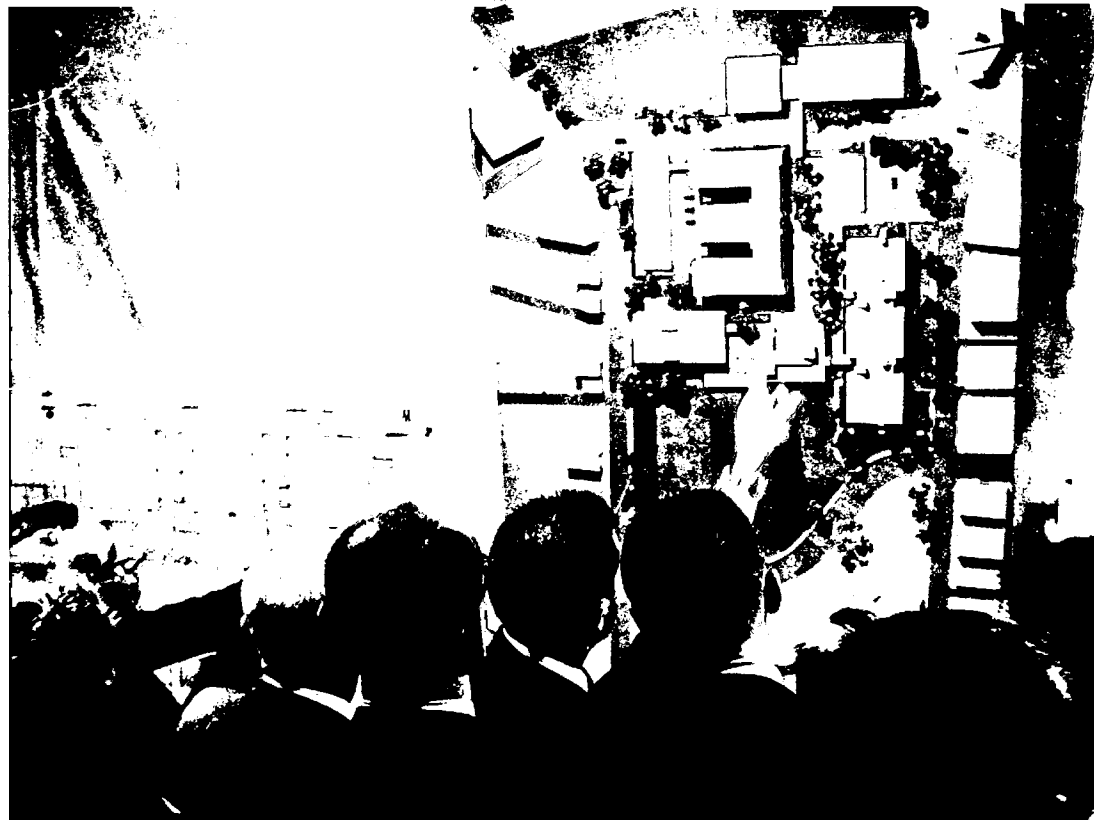
When the space inventory is compiled, the industrial division will be prepared to offer Weybosset Hill businesses new space that is suited to their particular needs — taking into account such factors as location, parking, cost and transportation advantages.

Another area that required relocation services during the past year was that portion of the Weybosset Hill renewal project to be

used for construction of the Majestic parking garage. Obligated to move from the one acre site were 28 rooming house occupants and 13 business establishments. All were relocated by early Fall.

Redevelopment will require relocation for many Weybosset Hill businesses. The Agency is working to find new quarters for each.





An interested public views plans for the Classical Central Education Center.

CIVIC COOPERATION

The Redevelopment Agency is indebted to a number of groups and individual citizens who contributed support and constructive criticism to the city's urban renewal program during the past year. Among these were the Citizens Advisory Committee and its Subcommittee on Minority Group Housing Problems; IMPACT, R. I., Inc.; the Greater Providence Chamber of Commerce; Providence Off-Street Parking, Inc.; the Federal Hill Redevelopment Association; the East Side Project Citizens Committee; the Providence League of Women Voters; the South Providence Improvement Association; the University of Rhode Island, with its urban extension program in South Providence; the Rhode Island Public Expenditure Council; the East

Side Neighborhood Council; the Lower Pleasant Street Improvement Council; the West Side Neighborhood Council; the Lippitt Hill Area Rehabilitation Association; the administrators of the Wiggin Trust; the Providence Preservation Society; the Providence Chapter, Building Owners and Managers Association; the North Benefit Street Association; the John Street Association; the Junior League of Providence; and the Kiwanis Club of Providence.

As in the past, the Redevelopment Agency is appreciative of the valuable assistance given by the local newspapers and the radio and television stations, which have contributed greatly to community understanding of the renewal program.



Edmund M. Mauro
Chairman



Timothy A. Purcell
Vice Chairman



Charles M. Smith
Secretary



Albert Harkness



Joseph E. Adelson



James F. Reynolds
Executive Director



Retired Agency member Morris S. Waldman (seated, second from left) was Vice-chairman for ten years and an original member of the Board.



The new Agency member, Joseph E. Adelson, was sworn in during 1963 by Mayor Walter H. Reynolds. Observing the ceremony were Agency Executive Director James F. Reynolds (second from left) and Chairman Edmund M. Mauro (far right).

BOARD OF COMMISSIONERS

Responsible for establishing policy for the Redevelopment Agency is its board of commissioners, which consists of five Providence citizens who serve without pay, on a non-partisan basis.

The past year was saddened by the resignation of one of the original members of the Agency, Morris S. Waldman, who served for ten years as vice chairman of the board, from 1953 to 1963.

The Agency passed a resolution in observance of the resignation, praising Mr. Waldman for his "sixteen years of dedicated service" and citing "his constant concern for the people's welfare and his respect for the public trust vested in this Agency."

Appointed by Mayor Reynolds to replace Mr. Waldman was Joseph E. Adelson, a Providence attorney.

PROVIDENCE REDEVELOPMENT AGENCY
CONSOLIDATED BALANCE SHEET
September 30, 1963

LIABILITIES AND CAPITAL

Current

Accounts Payable

City of Providence:

| | | | |
|---|---------------|---------------|--|
| East Side Renewal | \$ 374,000.00 | | |
| Weybosset Hill | 1,139.15 | | |
| Railroad Relocation | 2,275.08 | | |
| Weybosset Hill (Early Acquisition) | 460,000.00 | | |
| Weybosset Hill (Special Activities) | 5,000.00 | \$ 842,414.23 | |
| Other | | 179,716.15 | |

Loans Payable

| | | | |
|-----------------------------|--------------|--------------|--|
| West River | 890,000.00 | | |
| Central-Classical | 2,875,000.00 | | |
| Lippitt Hill | 1,161,000.00 | 4,926,000.00 | |

Accrued Interest on Loans Payable

| | | | |
|-----------------------------|-----------|-----------|--|
| West River | 4,023.28 | | |
| Central-Classical | 29,096.54 | | |
| Lippitt Hill | 17,929.71 | 51,049.53 | |

Preliminary Advances Payable

| | | | |
|-------------------------------|------------|------------|--|
| Weybosset Hill | 216,797.00 | | |
| Railroad Relocation | 250,000.00 | 466,797.00 | |

Accrued Interest Payable — Preliminary Advances

| | | | |
|-------------------------------|-----------|-----------|-----------------|
| Weybosset Hill | 11,750.45 | | |
| Railroad Relocation | 4,274.68 | 16,025.13 | \$ 6,482,002.04 |

Capital

Local Grants-in-Aid

Cash:

| | | | |
|-----------------------------|--------------|---------------|--|
| West River | 930,908.31 | | |
| Central-Classical | 1,928,829.28 | | |
| Lippitt Hill | 1,396,944.33 | | |
| Mashapaug Pond | 5,819,407.78 | 10,076,089.70 | |

Non-Cash:

| | | | |
|------------------------|------------|------------|---------------|
| West River | 488,526.74 | | |
| Lippitt Hill | 142,800.00 | 631,326.74 | 10,707,416.44 |

Federal Capital Grants

Project Capital Grants:

| | | | |
|-----------------------------|--------------|--------------|--|
| West River | 2,335,912.00 | | |
| Central-Classical | 2,449,192.00 | | |
| Lippitt Hill | 1,903,475.00 | 6,688,579.00 | |

Relocation Grants:

| | | | |
|--|------------|------------|------------------------|
| Weybosset Hill (Early Acquisition) | 3,045.00 | | |
| West River | 50,495.58 | | |
| Central-Classical | 346,142.64 | | |
| Lippitt Hill | 144,217.45 | 543,900.67 | 7,232,479.67 |
| | | | <u>\$24,421,898.15</u> |

PROVIDENCE REDEVELOPMENT AGENCY CONSOLIDATED BALANCE SHEET

September 30, 1963

ASSETS

Current

| | | | | | | | | | |
|---|--|--|--|--|--|----|--------------|--------------|------------------------|
| Cash in Bank | | | | | | | | | |
| Survey and Planning Accounts | | | | | | | | | |
| East Side Renewal | | | | | | \$ | 10,695.57 | | |
| Weybosset Hill | | | | | | | 26,891.85 | | |
| Railroad Relocation | | | | | | | 99,983.94 | \$ | 137,571.36 |
| Project Expenditure Accounts: | | | | | | | | | |
| Weybosset Hill (Early Acquisition) | | | | | | | 4,594.65 | | |
| Weybosset Hill (Special Activities) | | | | | | | 12,447.46 | | |
| West River | | | | | | | 4,678.93 | | |
| Central-Classical | | | | | | | 126,193.19 | | |
| Lippitt Hill | | | | | | | 1,709.00 | | |
| Mashapaug Pond | | | | | | | 66,487.55 | | 216,110.78 |
| Temporary Loan Repayment Fund Accounts: | | | | | | | | | |
| West River | | | | | | | 8,975.45 | | |
| Central-Classical | | | | | | | 1,839.09 | | |
| Lippitt Hill | | | | | | | 22,663.18 | | 33,477.72 |
| Other: | | | | | | | | | |
| Huntington Expressway Industrial Park | | | | | | | 5,042.71 | | |
| Lippitt Hill University Heights | | | | | | | 19,160.31 | 24,203.02 | \$ 411,362.88 |
| Accounts Receivable | | | | | | | | | |
| Federal Relocation Grants | | | | | | | | 203,255.67 | |
| Tenants | | | | | | | | 21,286.73 | |
| Revolving Fund | | | | | | | | 3,920.00 | |
| Superior Court of R. I. | | | | | | | | 576,555.03 | 805,017.43 |
| Investments Held | | | | | | | | | |
| Weybosset Hill (Early Acquisition) | | | | | | | | 29,753.54 | |
| West River | | | | | | | | 487,781.24 | |
| Central-Classical | | | | | | | | 364,070.45 | |
| Lippitt Hill | | | | | | | | 100,311.13 | |
| Mashapaug Pond | | | | | | | | 149,878.16 | 1,131,794.52 |
| Project Costs | | | | | | | | | |
| East Side Renewal | | | | | | | | 363,199.43 | |
| Weybosset Hill | | | | | | | | 202,739.75 | |
| Railroad Relocation | | | | | | | | 156,480.82 | |
| Weybosset Hill (Early Acquisition) | | | | | | | 424,500.97 | | |
| Less Other Income | | | | | | | 631.64 | 423,869.33 | |
| Weybosset Hill (Special Activities) | | | | | | | | (5,142.46) | |
| West River | | | | | | | 5,580,891.14 | | |
| Less: Other Income | | | | | | \$ | 145,558.68 | | |
| Sales Price of Land Sold | | | | | | | 1,774,386.03 | 1,919,944.71 | 3,660,946.43 |
| Central-Classical | | | | | | | | 6,156,877.81 | |
| Less: Other Income | | | | | | | 83,681.69 | | |
| Sales Price of Land Sold | | | | | | | 36,263.00 | 119,944.69 | 6,036,933.12 |
| Lippitt Hill | | | | | | | | 4,564,301.39 | |
| Less: Other Income | | | | | | | 61,540.21 | | |
| Sales Price of Land Sold | | | | | | | 10,604.20 | 72,144.41 | 4,492,156.98 |
| Mashapaug Pond | | | | | | | | 5,787,710.38 | |
| Less: Other Income | | | | | | | 25,011.87 | | |
| Sales Price of Land Sold | | | | | | | 274,105.08 | 299,116.95 | 5,488,593.43 |
| Relocation Payments | | | | | | | | | 20,819,776.83 |
| Supporting Facilities | | | | | | | | | 613,759.85 |
| Donated Land | | | | | | | | | 523,026.74 |
| Suspended Costs | | | | | | | | | 108,300.00 |
| Cost Exceptions | | | | | | | | | 100.00 |
| | | | | | | | | | 8,759.90 |
| | | | | | | | | | <u>\$24,421,898.15</u> |

346,142.64

20,819,776.83

ACKNOWLEDGMENTS

We thank the Providence Journal Company, the Providence Preservation Society and the Providence City Plan Commission for their permission to use certain of the illustrations in this report.

The front cover photograph, by Phokion Karas, depicts the model of the design selected for the Classical Central Education Center.

